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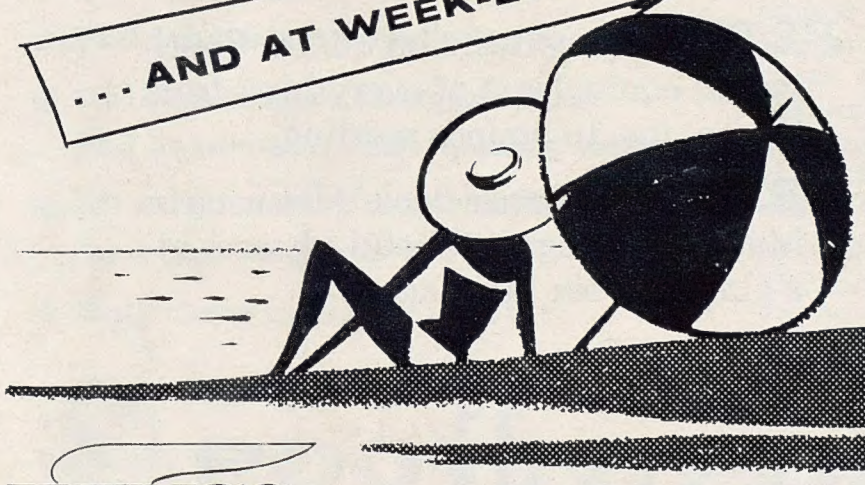

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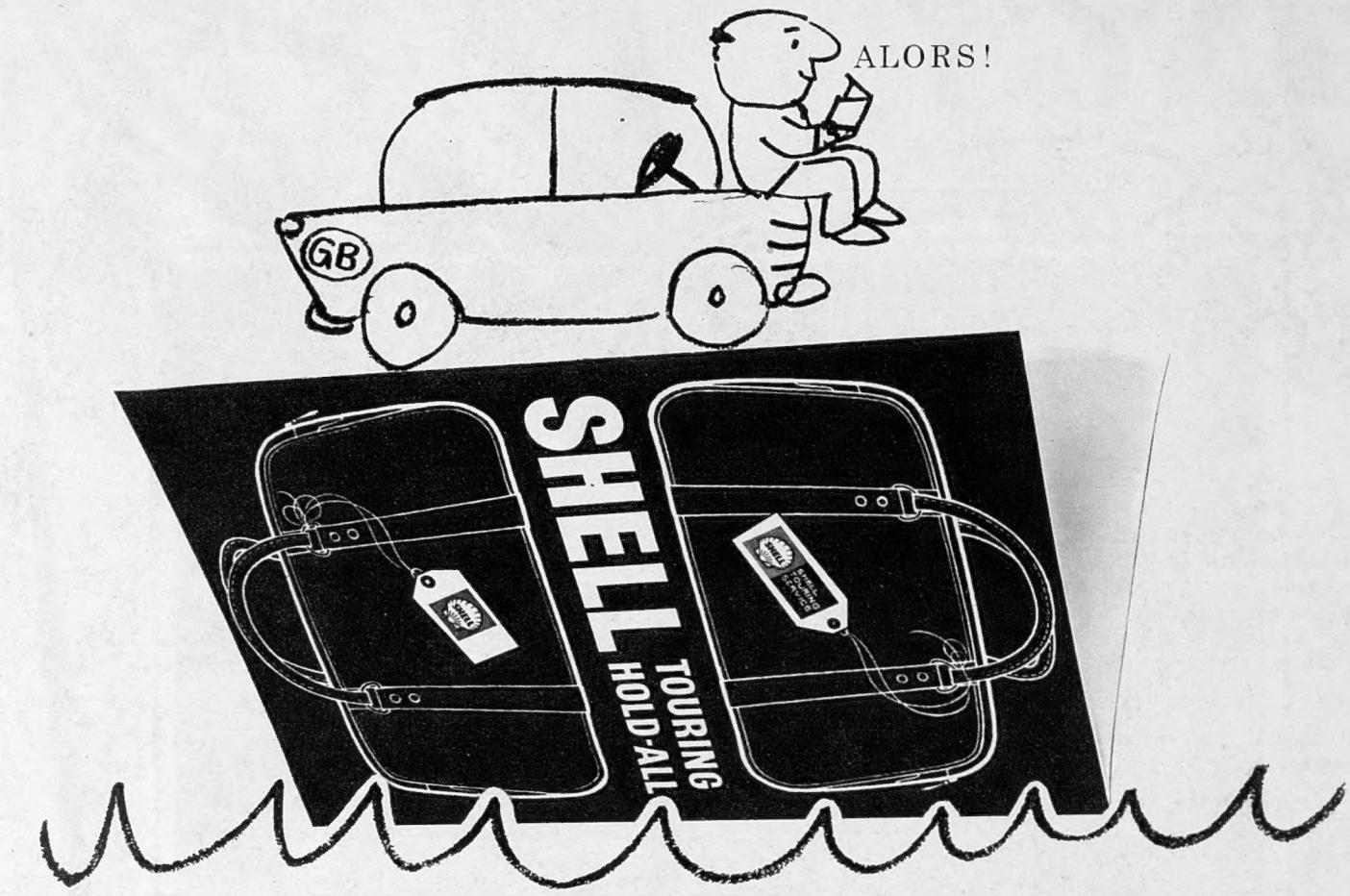

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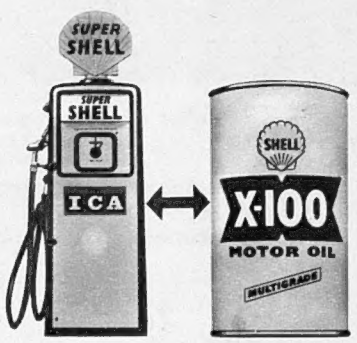

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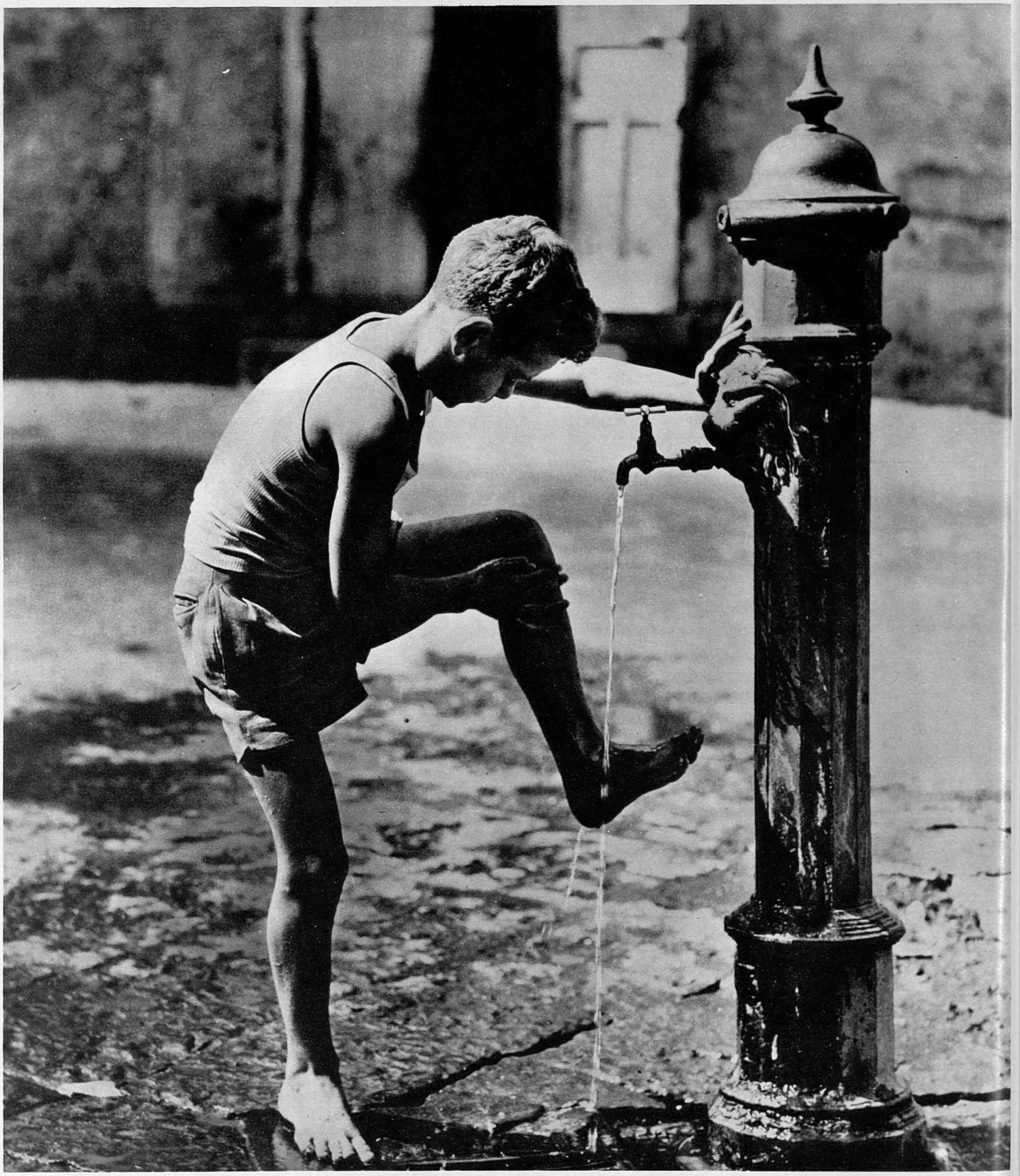

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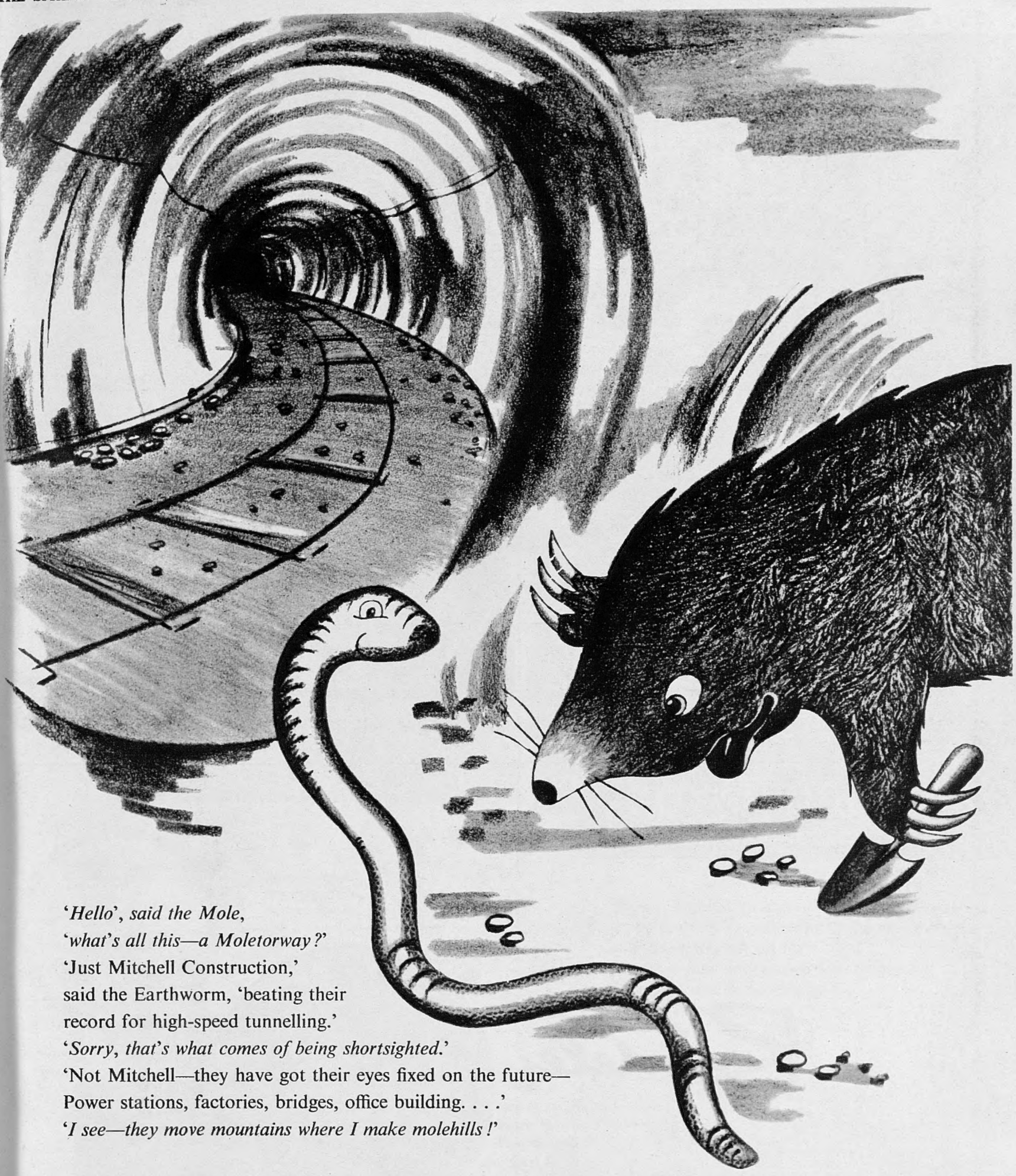

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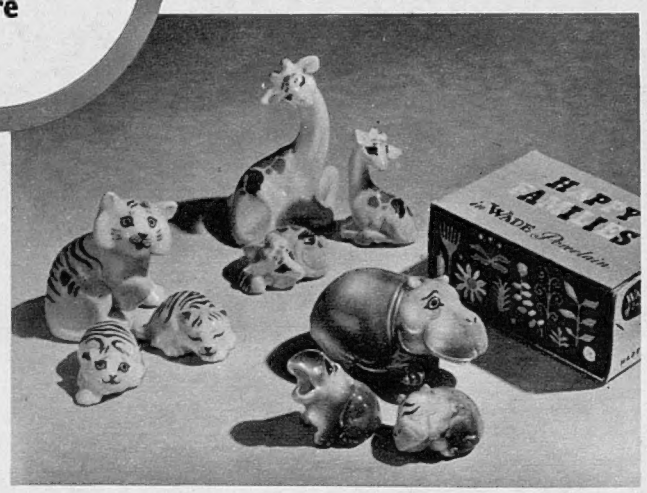

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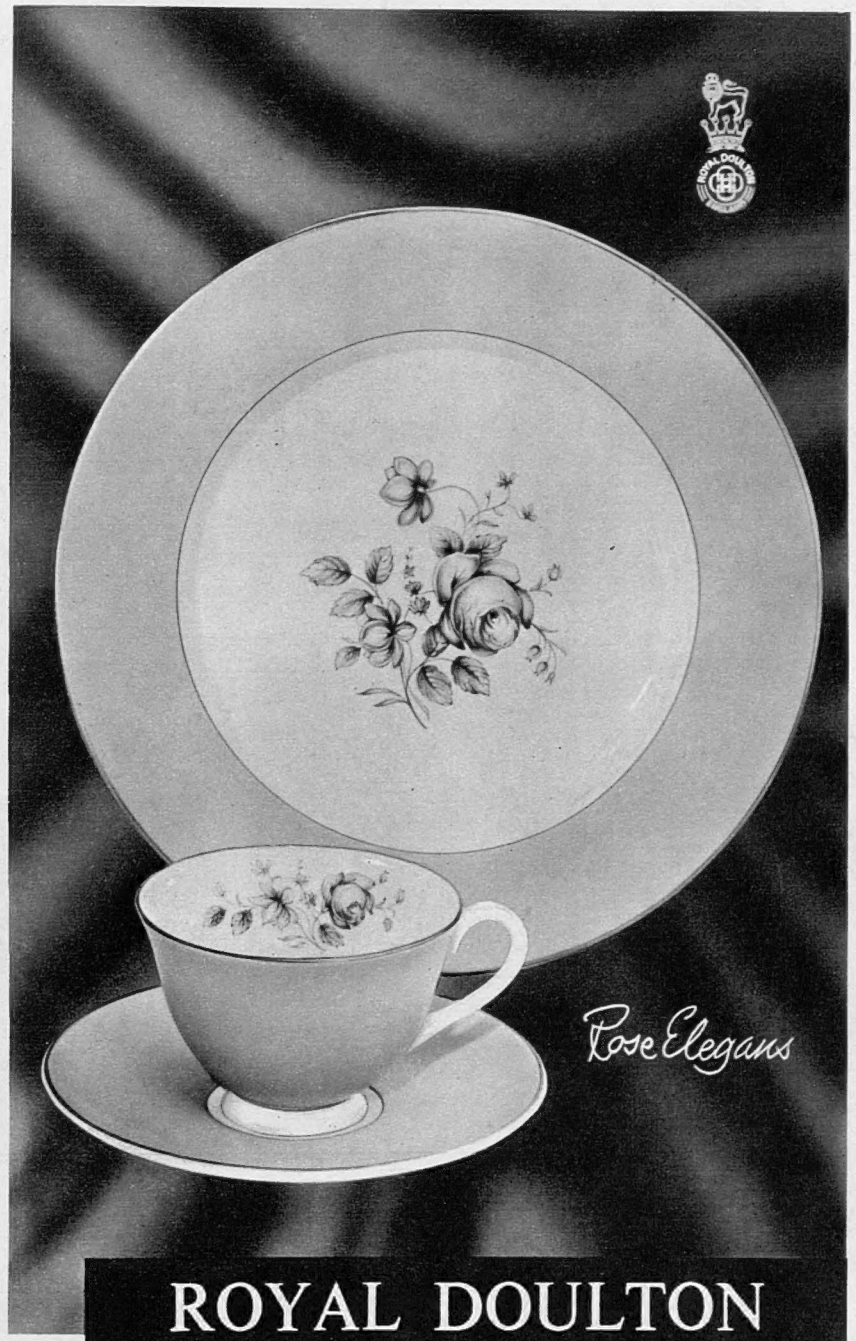

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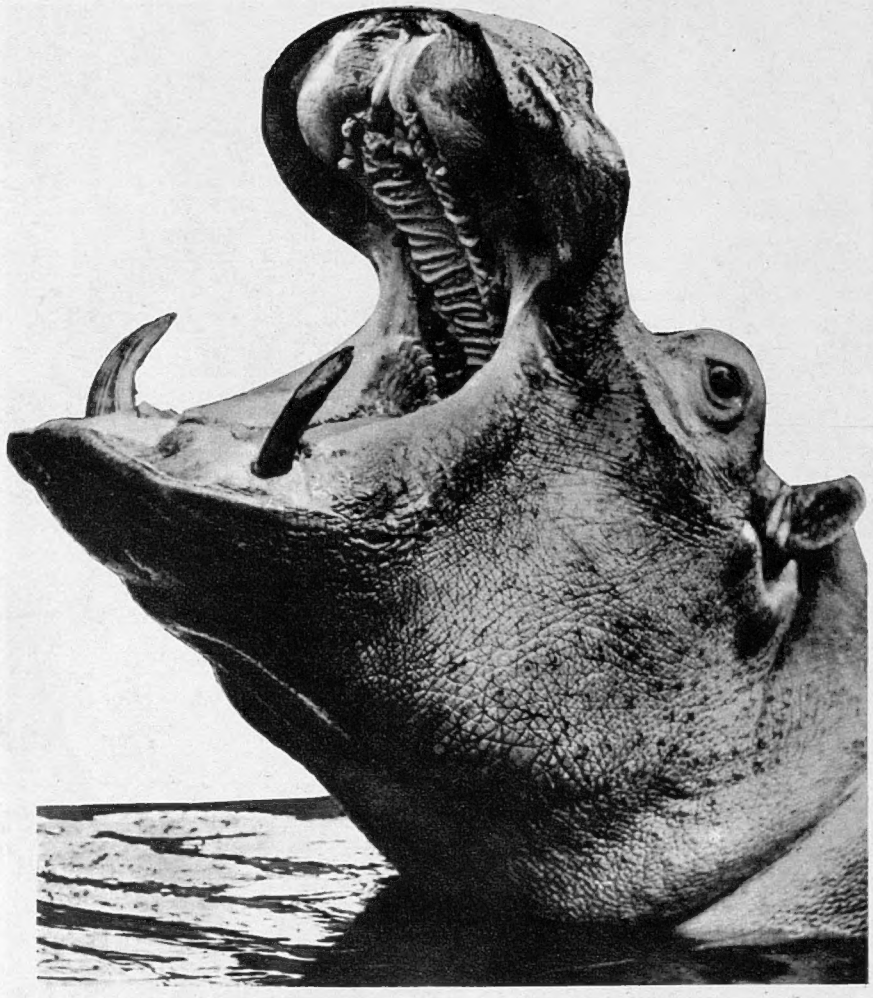

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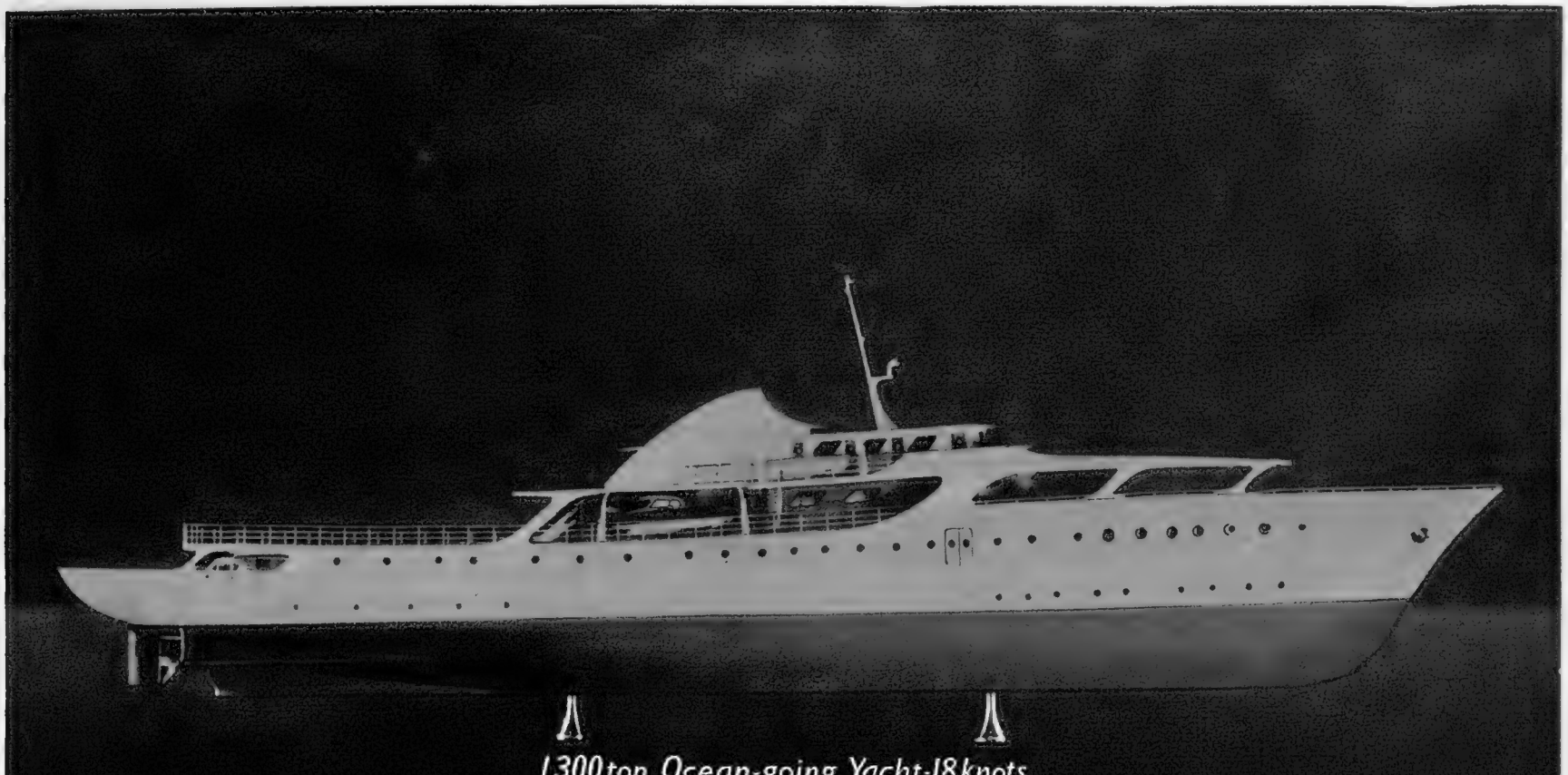

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Volume CCXLVIII No. 3214

THE

SPHERE

LONDON, January 6, 1962

Illustrated Newspapers Soc'y

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With which are incorporated *The Graphic* and *Black & White*

SKI-ING IN LONDON

Three Londoners set out to enjoy a rare opportunity to ski in the deep snow on Hampstead Heath. New Year's Eve saw a fall of snow of 3 ins. in Central London, the heaviest since records have been kept. This was followed by the coldest night since February, 1956. In consequence road and rail traffic was severely disrupted and New Year revels were largely in the home. It was the same over most of the country, with 150,000 miles of roads seriously affected by ice and snow, and at least forty main roads impassable. The Automobile Association said "Britain is like a vast iceberg." On the M1 near St. Albans, forty to fifty vehicles were involved in a multiple pile-up, although without serious damage. A temperature of minus 2 degs. Fahrenheit, which is believed to be a British record, was recorded at Eskdalemuir, in Dumfriesshire. Many sporting events, particularly racing and football, had to be cancelled. The snow followed a week of intensley cold weather in which the Thames and the Severn were both frozen across in places. Skaters were out in force in many areas. Over much of Britain the Christmas holiday was the coldest on record

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CHRISTMAS-EVE RIOTS IN AN ARGENTINIAN PRISON

Armed guards stand watch over prisoners stripped to their shorts in the courtyard of the central prison in Rio de Janeiro. On Christmas Eve, about 400 of the 1,200 prisoners rioted all night long, objecting to the potatoes and sausages served for their dinner that evening. As a result of the disorders, one military policeman and one prisoner died. During the riots, the carpenters' shop at the prison was set on fire and police reinforcements were called in and surrounded the buildings

DEMONSTRATIONS FOLLOW A RAIL DISASTER IN SOUTHERN ITALY

Below right: Demonstrators place tree-trunks across narrow-gauge tracks at Soveria Mannelli, near Catanzaro, in southern Italy. The tracks were those of a privately-owned railway line, on which seventy people were killed in a railway disaster near Catanzaro on December 23. **Far right:** The accident had occurred when the second coach of a two-car train broke loose and fell 100 ft. off a bridge into a rocky gorge. The demonstrators also stormed the railway station of Soveria Mannelli, damaging installations and rolling stock. They were dispersed by carabinieri, and the line was closed for reasons of public security. A group of Communist Deputies have called on the Government for a "democratic" inquiry into the crash, and have alleged that it was the inevitable result of a policy which favours the abandonment and deterioration of secondary railway lines in the south of the country

Below right: Firemen play their hoses on the devastated Holyrood Mill in Oldham to stop the flames spreading to a nearby petrol station. Over 100 firemen fought the blaze which last week destroyed the five-storey building, used as a waste materials works. Thousands of tons of bales of old gas-masks, rags and waste paper went up in smoke and flames, which at times leaped 50 ft. into the air. Only one of the fifty employees who were inside the works at the time of the fire was injured

FIRE DESTROYS AN OLDHAM MILL

Far right: Rubble litters a street in the town of Pereira, Colombia, after an earthquake caused devastation over much of the Latin American state. Reports stated that about twenty people were killed. The worst-hit areas were outside the capital, Bogota. Three people were killed and 58 injured in Pereira and in Sonson part of the cathedral collapsed

EARTHQUAKE DEVASTATION IN COLOMBIA

THE NEWS IN PICTURES

THE PROCESSION OF THE ROMAN CATHOLIC PATRIARCH OF JERUSALEM INTO BETHLEHEM

The procession accompanies the Roman Catholic Patriarch of Jerusalem, Monsignor Alberto Gori, as he makes his solemn entry into Bethlehem. The procession takes place annually on Christmas Eve, the one time of year when the gates between the Jordanian and Israeli parts of divided Jerusalem are opened to admit pilgrims wishing to complete their journey to the scene of the Nativity, which lies eleven miles inside the Jordanian border. Prominent among this year's 20,000 pilgrims were groups of African Christians from Ghana, Nigeria, Liberia, Congo and Cameroun. **Below, far right:** Greek Orthodox priests defend the flat roof of the Basilica of the Nativity in Bethlehem against Roman Catholic Franciscan priests who hold their services there. The Greek Orthodox Church claims the Basilica as its own. This dispute between the two churches over the Holy Places is of very long standing, and was the immediate cause of hostilities in the Crimean War

THE POPE SIGNS A PAPAL BULL

In the Vatican, Pope John XXIII signs the Papal Bull, announcing to a " lost, confused and anxious world " the convocation of the twenty-first Ecumenical Council of the Roman Catholic Church in 1962. The Pope read the Bull in Rome's four basilicas last week. The Council will be only the second to be held within the Vatican. Pope John expressed the desirability of participation by other Christian churches in the Ecumenical Council, which is being held at least a year earlier than was planned

THE OTHER FACE OF BETHLEHEM'S CHRISTMAS

Below right: Mr. Edward Heath, the Lord Privy Seal, leaves London for Southampton to travel in the *Queen Elizabeth* to New York. He was due to fly from New York this week to Ottawa for talks with the Canadian administration, particularly Mr. Howard Green, Secretary of State for External Affairs. The purpose of his visit to North America is to discuss Great Britain's possible entry into the European Common Market

MR. HEATH ON HIS WAY TO AMERICA

General Franco, his left hand heavily bandaged, is with members of his family at his official residence, the Pardo Palace, just outside Madrid. In the group are General Franco's wife; his daughter, the Marchioness of Villaverde; and her five children. General Franco returned to the Pardo Palace just after Christmas having spent two days in hospital. He fractured several bones in his left hand after a shooting accident when the left barrel of his gun exploded

GENERAL FRANCO SUFFERS AN ACCIDENT OUT SHOOTING

HOUSEHOLD CAVALRY CROSS HORSE GUARDS PARADE TO TAKE UP DUTY IN A SNOWSTORM

THE NEWS IN PICTURES

Above: An unusual aspect of the London scene: cavalry ride through snow in Whitehall. **Right:** New Year's Eve revellers dance in the waters of one of the fountains in Trafalgar Square. Crowds seeing in the New Year in Central London were much less than usual owing to the icy condition of the roads

A CHILLY NEW YEAR

Far right: Girl workers from London telephone exchanges wave banners and sing at a meeting of Post Office workers at the Royal Albert Hall in London. On Monday the Union of Post Office Workers began a work-to-rule campaign in protest against the handling of their pay claim by Mr. Bevins, the Postmaster General. This was expected to cause delays in the mails

POST OFFICE WORKERS MEET IN THE ALBERT HALL

The Belgian flag is hoisted on the roof of the Belgian Embassy in Leopoldville after the announcement of the resumption of diplomatic relations between Belgium and the Congolese Government. Relations were broken off a year and a half ago. **Far right:** Baluba refugees are halted by a member of the local gendarmerie at a road block near Elisabethville in Katanga. There are several thousand Balubas in the refugee camp in the Katangan capital. As 1962 began, Congo was still one of the main problems of the world. In accordance with the agreement made between Mr. Adoula, the Prime Minister of the Central Government, and Mr. Tshombe, of Katanga, six Katangan members of the Central Congolese Parliament took their seats in Leopoldville. But outside Congo, charges and counter-charges regarding support alleged to have been given to Katanga and about the conduct of the United Nations troops continued to be voiced

DIPLOMATIC RELATIONS RESUMED BETWEEN CONGO AND BELGIUM

BALUBA REFUGEES

NEWS SUMMARY

The U.S. and Russian leaders look back over 1961; Middle East tension; President de Gaulle speaks on Algeria; and repercussions of Goa

INTERNATIONAL

Both Mr. Kennedy and Mr. Khrushchev looked back over 1961 and took some comfort. According to reports from Mr. Kennedy's holiday headquarters at **Palm Beach,** Florida, the U.S. President believed that last year produced small gains for the West and small comfort for the Communist world. Points for "temperate optimism" included the Sino-Soviet split; the failure of the Soviet Union to expand its empire; and the belief that the Berlin wall was an important confession of Communist failure.

In **Moscow,** Mr. Khrushchev was host at one of the biggest New Year banquets held in the Kremlin since the war. He pledged that "We shall do everything to prevent a new war in 1962." Mr. Khrushchev went on to say that 1961 was a "very good year." It saw two Soviet spacemen, industrial successes and more housing for the Russian people.

But elsewhere in the world, the trouble spots of 1961 continued to erupt at the beginning of this year. Berlin, Congo, Laos, Algeria and Dutch New Guinea were still in the headlines.

The nuclear test ban talks are to be resumed in **Geneva** on January 16. It is expected that a new Western effort will be made to break the deadlock. There seems little hope of agreement for a test ban for atmospheric tests under international control on Soviet territory. Western efforts will probably be concentrated on controlling small-scale underground tests.

The Ministers of the six Common Market countries meeting in **Brussels,** having failed to agree in their talks on agricultural policy, adjourned discussion until after the New Year holiday. On reassembling, they were to sit continuously until final agreement was reached. The Second Stage of the Rome Treaty, which includes closer agricultural integration, could then come into operation, back-dated to January 1, the date it was originally intended to begin. The delay was not expected to have adverse effects on British negotiations for entry into the Common Market.

MIDDLE EAST

Official statements last Sunday from **Beirut,** the capital of Lebanon, said that an attempted coup had been suppressed, with five people killed and fifty arrested. A strict censorship was imposed and few details reached London at the beginning of this week. But the instigators of the attempt were reported to be right-wing Army officers and members of the Parti Populaire Syrien (P.P.S.), a political movement which aims at creating a Greater Syria to include Syria, Lebanon, Jordan, Iraq and what was Palestine. (The P.P.S. is banned in Lebanon and Syria.) The coup was aimed at the regime of President Fuad Chehab, who since he took over the leadership of his country after the civil insurrections of 1958, has become increasingly popular.

There were disorders elsewhere in the Middle East. In **Bagdad,** General Kassem, the Iraqi Prime Minister, admitted that the Kurdish rebellion in the north of Iraq, which had been smouldering for some months, had flared up again. He said that the rebels had taken advantage of the snowfall and the withdrawal of some Army units to attack a number of villages. General Kassem went on to accuse the Kurds of being in league with "imperialist provocation" on Iraq's southern borders. This was a reference to Kuwait and recent British troop movements (see next page). In **Cairo,** it was announced that Kuwait had lodged a strong protest to the Arab League against Iraq's "continued pressure, military concentrations and continued threats."

In **Tel Aviv** Mr. Justice Olshan, president of the Israel Supreme Court, granted a request by Adolf Eichmann's counsel for one month's extension of time to appeal against his conviction and sentence of death.

FRANCE

Broadcasting at the end of the Old Year from **Paris,** President de Gaulle announced that during this month two French divisions and several air formations would be withdrawn from Algeria. It was widely believed in the French capital and in Algiers that this betokened French disengagement from her Algerian commitments. The speech contained no suggestion that secret talks with the F.L.N. had reached the stage of a resumption of open discussions. In some parts of Algeria, General de Gaulle's speech on television was barely audible after a plastic bomb explosion interrupted the relay to the Oran region. There were demonstrations in Algeria during last weekend following the broadcast. These were particularly serious in **Oran,** where French troops fired on European crowds beating-up Muslims. One hopeful gesture was the handing over by the F.L.N. of two French soldiers captured in combat. The two men, both privates, were released to the International Red Cross in Tunis. One had not been heard of since January 1960.

An Indian officer addresses Portuguese prisoners of war, near Panjim, in Goa

GOA

Repercussions from India's annexation of the Portuguese colony of Goa were still being felt last week. There were few Indian dissenters from Mr. Nehru's claim at a Press conference in **Delhi** that "nothing since independence has so thrilled the people." The action continued to find little favour in the West, but considerably more in Russia and the Afro-Asian countries. In Portugal there was criticism of Britain's failure to fulfil the Anglo-Portuguese alliance, but reports did not indicate that any revocation of the Treaty was imminent. Dr. Salazar, the Portuguese Prime Minister, was due to make his first speech since the seizure of Goa at the opening session of the Portuguese Assembly on Wednesday. Meanwhile the Senegalese Foreign Minister, M. Doudou Thiam, accused Portugal of provocative acts against "so-called Portuguese Guinea."

ITALY

At the beginning of January it looked as though the country would see a change of Government. In **Rome,** Signor Saragat, the Social Democrat Party leader, stated that he intended to withdraw his party's support from the Government of which Signor Fanfani is the Premier. The date specified for the withdrawal is the opening of Signor Fanfani's Christian Democrat Party conference on January 27 in **Naples.**

The Italian Christian Democrat Party form a minority Government, which is backed by the Social Democrats, Republicans and Liberals. Under the agreement if one of these parties withdraws its support, the parliamentary alliance is ended. It was not certain whether Signor Fanfani would be able to reform his Government before the Italian Parliament meets on February 6 after the winter recess.

President Sukarno of Indonesia speaking in Jogjakarta, Java, calls for volunteers to " liberate " Dutch New Guinea

President Sukarno of Indonesia announced last week that he intended to have daily meetings with his newly formed " liberation operations staff " which has the task of advising him on military operations against West Irian, as the Indonesians call Dutch New Guinea. At the same time the President ordered the registration of volunteers prepared to take part in the " libération." From the Netherlands there were reports that the Dutch Government had informed U Thant at the United Nations that it was willing to hold talks with Indonesia regarding the New Guinea question without any conditions but with a third party present.

General Kassem again caused tension in the Middle East over Kuwait. Although Britain did not regard the situation as immediately critical, six warships were despatched to Aden and R.A.F. and Army specialists flown from Britain to Kenya, Last June, as a result of General Kassem's threats, Britain sent a force to Kuwait. This was later replaced by Arab League troops, which were depleted last month when President Nasser withdrew his contingent. The arrival in Cairo of a Soviet naval delegation, which presented Colonel Nasser with a model of the first Russian nuclear submarine, indicated closer relations between Egypt and Russia.

In Laos the three leaders of the factions, Princes Boun Oum (Right-wing), Souvanna Phouma (Neutralist) and Souphannouvong (pro-Communist) agreed to discuss the formation of a coalition government. If the talks failed Prince Souvanna said " it will not be just a civil war—but a war."

Details of the problem of the Powindahs of Afghanistan are contained in the Pakistan report in " The Voice of the Commonwealth " on page 27.

THE TROUBLED WORLD

A militant speech in Bagdad by General Kassem, the Prime Minister of Iraq

A gift from Russia for President Nasser

Afghan " Powindahs " who have been refused entry into Pakistan make their way back from the frontier into Afghanistan

Prince Boun Oum (right), the Laotian Right-Wing Premier, at a ceremony near Vientiane

Afghan frontier guards on their border with Pakistan

JOHN CONNELL

"ROOM FOR IMPROVEMENT"

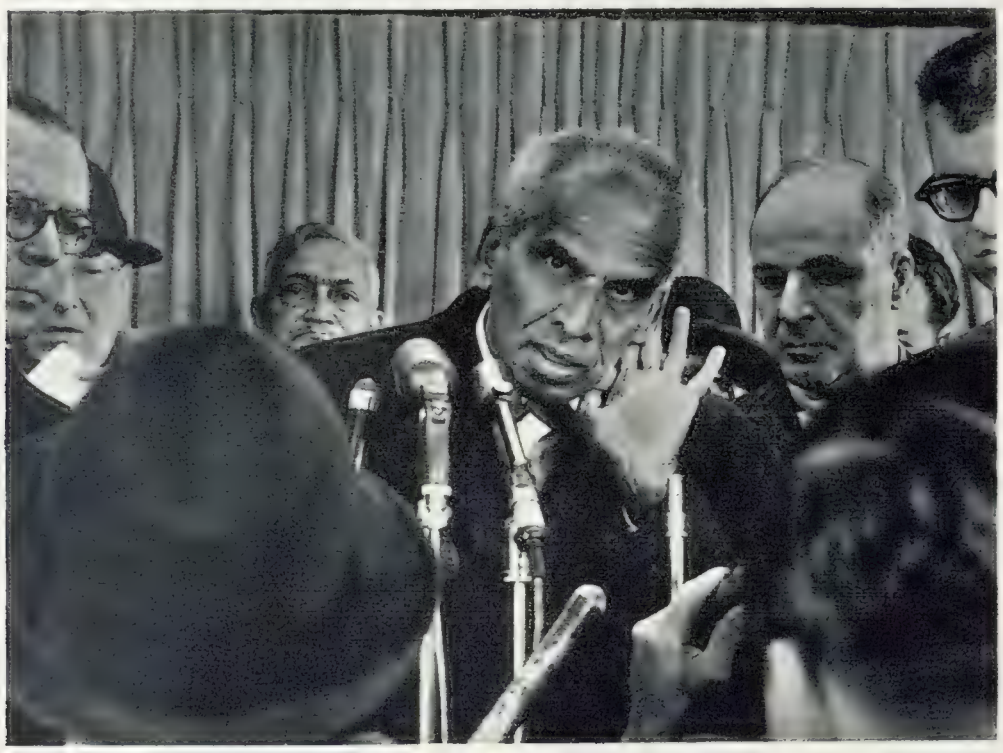
The pundits on international affairs were granted a brief respite over the twelve days of Christmas—or at any rate the first six of the twelve. They could (and some of them, it is alleged in usually well-informed circles, did) pay some attention to others in different lines of business, such as the weather pundits, the theological pundits, and the anonymous, but surely admirable, philosophers who devise—and have put inside crackers, alongside small but harmless fireworks and pink, hollow, paper crowns—riddles of this order:

" What is the biggest room in the world? "

" Room for improvement."

In its scope, its profundity and—oh yes—its majestic priggishness, this question, particularly when it is propounded by a sturdy eleven-year-old, flushed with non-alcoholic tipples and a statistically outrageous consumption of mince-pies, can be calculated to cut most political problems and all political personages down to size. It is of the very essence of Nannie.

The divinities to whom the pundits on international affairs pay homage are numerous and diverse; and the names of the more terrible among them cannot even be spoken, save by a coven of four retired Permanent Under-Secretaries, three elderly and blameless ladies from Chatham House, and a personal representative of Professor Toynbee, gyrating widdershins very slowly around a smokeless fuel bonfire, keening their incantations to a gibbous moon. I have lately found myself wishing that



Mr. Menon, India's Defence Minister, arrives in New York to defend India's invasion of Goa at the U.N.

these time-honoured observances and rites, and indeed the whole world affairs' mystery (to which, I confess, I myself was long ago initiated), could be replaced by something more contemporary, more rational and more capable of corresponding realistically to the urgent needs and challenges of our time. You think I have been listening to too many Christmas and New Year messages? I need hardly say how right you are. But before you turn the communicating knob sharply and irrevocably to the left, can I interest you—at no cost, of course, and under no obligation to commit yourself—in my substitute for the conventional concourse of deities? It is a great, single, all-embracing Nannie-image, rotund, self-assured, competent and armoured in fold upon fold of snowy, well-starched white linen, an F6 among Nannies.

She could marshal us swiftly and without fuss: " Now, now, give over nagging at Master Jawaharlal. He 's been very naughty, I know, and what's more, he 's told me some horrid fibs, but who among you hasn't, I 'd like to know "; " And as for that poor little Irish boy you all made so much of . . . really sorry for him I was . . . I knew it 'd all end in tears. . . ."

Think of the orderliness which several strong doses of Nannie's common sense could procure in our over-excited nursery. Instead of strutting about, showing off with our brandishing of Notes and our agonising reappraisals, we would—under Nannie's brisk guidance—without much difficulty be settled down to something nice and quiet and constructive. What, for example, about the long-postponed task of altering the rules of the Word Game?

That almost certainly would keep us happy for hours. We could begin, I have little doubt, with redefining " aggression," a word which, whether we like it or not, is going to play a considerable part in our lives in the next few months. Although the United Nations Charter, with a prudence which we must admire though hardly commend, refrained from defining aggression, such a definition does exist and was defined, for example, in 1933. In that year the Convention for the Definition of Aggression was signed by Afghanistan, Estonia, Latvia, Persia, Poland, Rumania, Turkey and the U.S.S.R.

According to this Convention, aggression could be said to be one of the five following alternative courses of action: (*a*) a declaration of war against another state; (*b*) an invasion by armed forces, without a declaration of war, of the territory of another state; (*c*) an attack by armed forces, without a declaration of war, on the territory, naval vessels, or aircraft of another state; (*d*) a naval blockade of the coasts or ports of another state; (*e*) aid to armed bands formed on the territory of another state and invading the other state, or refusal, despite the demands on the part of the state subjected to attack, to take all possible measures on its own territory to deprive those bands of any aid and protection.

While it is ironic to reflect that two of the sovereign States whose representatives signed this Convention have long since been blotted out of existence by another signatory, the U.S.S.R., and that two others are now Soviet satellites, it must be admitted—however ruefully—that even this extremely comprehensive definition of aggression no longer suffices.

Mr. Krishna Menon, in defending India's action over Goa, turned all ordinary, earlier ideas of aggression upside down, by pointing out, with his habitual suavity, that the existence of a colony is, of itself, " perpetual aggression," and that therefore India, far from being aggressive, was in fact acting in accordance with the noblest principles of self-defence. That the " liberation " of Goa was carried out by the armed forces of a Government which has repeatedly and at great length expounded its detestation of violence between nations, as between individuals, is—if Mr. Krishna Menon's logic is to be accepted—no evidence at all of hypocrisy or (as I had the hardihood to hint last week) of any desire to cant; it is merely the principle of " Instant Non-Violence " proving itself effective. The refusal of the Afro-Asian bloc at the United Nations to see the point of any other views than those of Mr. Krishna Menon ought, of course, to exhilarate us and not shock us. Those of us who have been so maliciously blind as to disapprove of India's actions must learn to adjust our ideas to the world—and the time—in which we are living.

It is not, alas, Nannie's world; it belongs to and is ruled by a quite different nursery deity: " ' When I use a word,' Humpty-Dumpty said in a rather scornful tone, ' it means just what I choose it to mean—neither more nor less '." Humpty-Dumpty is on the up-and-up. As he told Alice: " The question is, which is to be master—that's all." And Humpty-Dumpty is determined to be master. When we play the Word Game we must play it his way. We must accept—because if we don't, we are aggressors and colonialists—Humpty-Dumpty's irrefutable logic. When President Sukarno insists that West New Guinea is really West Irian, and that it is his sacred duty to " liberate " its inhabitants from Dutch oppression, are we to be stubbornly reactionary and maintain that the President's speeches are great nonsense, and his actions recklessly dangerous? Humpty-Dumpty knows the answers to intrusive and irrelevant questions.

The perplexing fact in all this is that Humpty-Dumpty doesn't nowadays merely sit on a wall and argue with a pert little girl. He bobs up in many different guises all over the world, claiming always that words mean exactly what he wants them to mean, that he is the master, and that the only truth is his truth. He is no longer bland; he bullies with increasing vigour. He is no longer a figure in a pleasant summer afternoon's dream: he is a many-headed monster in a nightmare, from which there can be no awakening to Nannie's strong, consoling sanity. Nannie is banished. We are big boys and girls now. But Humpty-Dumpty has put out the light; his darkness he calls the bright day; his evil he describes as good, and his lies as the truth. And this childish nightmare is now adult reality, and we have to go on living with it. Room for improvement, is that what the cracker motto said? I think it may well have been quite right.

LEADERS OF THE WESTERN WORLD

This picture was taken outside Government House in Hamilton, Bermuda, during the talks between President Kennedy and Mr. Macmillan, which were held there just before Christmas. On his return to London the Prime Minister said that he and the President looked forward to the coming year with the hope that they would be able " to contribute something to the happiness and peace of the world." Among results which were expected from the talks was an approach to the Russians at an ambassadorial level over Berlin. In a special Christmas message to West Berliners, President Kennedy said " the beacon of freedom in Berlin will continue to shine brightly for many years to come. We are at your side—as before. We shall stay." Further moves over the Berlin and German questions were anticipated from the visit Mr. Macmillan was to make to Dr. Adenauer in Bonn this week

A London Newsletter

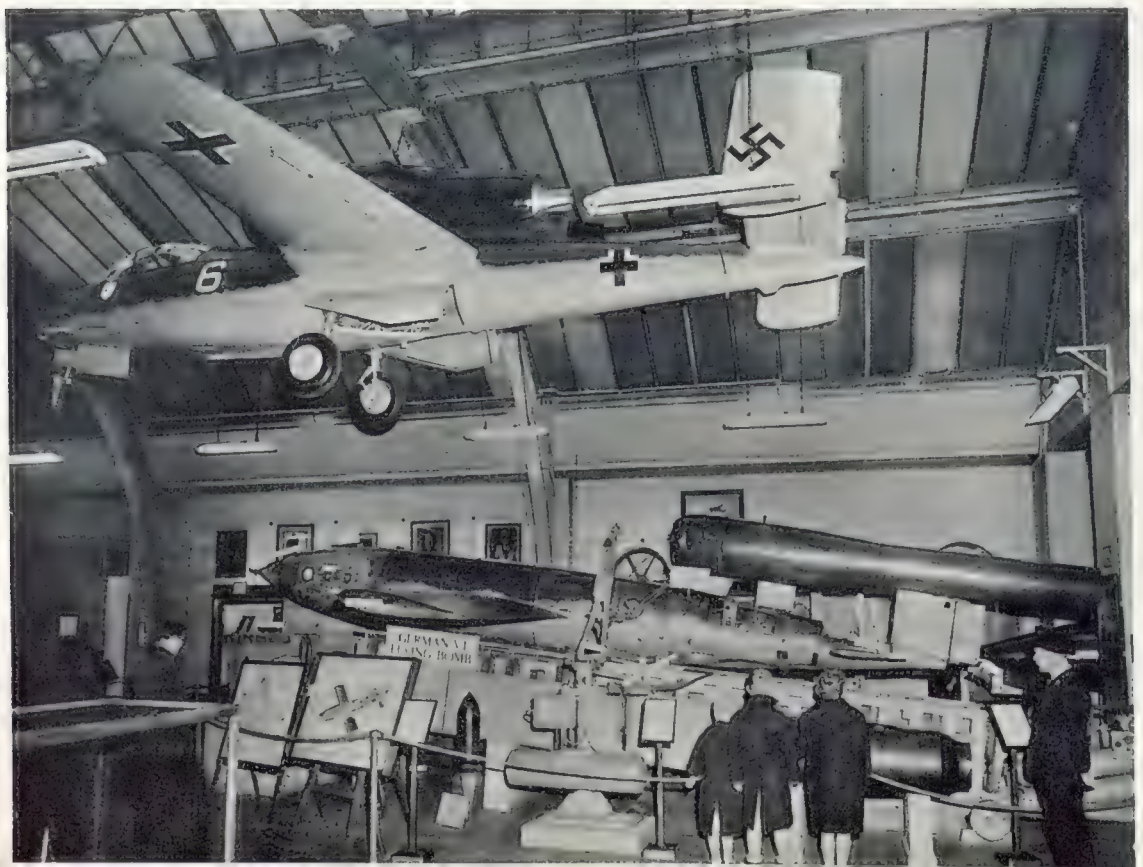
13-15, JOHN ADAM STREET, W.C.2.

Prince Andrew steals the limelight at Liverpool Street Station, London, as the Queen; her youngest son; the Prince of Wales; and Princess Margaret, stand in the window of their train taking them to Sandringham for Christmas

CHICAGO ADMITS DEFEAT. In London alone, bank raiders and van-coshers have got away with £27,000,000 since January 1, 1960. The percentage of money recovered averages about 31 per cent. The percentage of the criminals brought to justice at last can hardly be higher. Accordingly it can be said that this form of violent crime pays—and, paying, continually increases. Chicago at its worst held no more dreadful record of robbery under arms than does London today. Even an unperturbable Home Secretary can hardly " remain unmoved " by these statistics. The heads of the Metropolitan Police certainly do not. The Moriartys who plan these highly successful coups grow more impudent as they grow cleverer. We note that a sum of £700,000 has been granted to scientific institutions to build two more giant radio telescopes for peering into space. There is a good case for offering that small percentage of £27,000,000 to scientists to try more energetically to devise fool-proof devices to check or at least identify the raiders. It surely can be done by electrical and magnetic deterrents and colour-dye sprays. Our scientists have proved very ingenious in other fields, and might be moved by a big prize-offer to try harder. The police forces are no doubt understaffed. It is most undesirable that the London public should come to regard them as incapable or the Government authorities as complacent. Perhaps Mr. Butler kept Christmas as a busman's holiday, turning over plans to make London a safer capital. He might at least tell us publicly that he is not really complacent on this subject. Certainly he might have more confidence in checking this particular form of crime if some of its victims were themselves less complacent. " It can't happen to us " has become a silly form of confidence.

SIMPLIFY TAXATION! Those public bodies, such as the F.B.I., the Institute of Taxation, and so on, who every year come to the aid of the Chancellor with sound advice in the casting of his April Budget, never lose hope that one day he will adopt one at least of their valuable suggestions. This has not yet happened. Decades of valuable suggestions gather dust in Treasury files or have been collected from W.P.B.'s for repulping. I wonder how many Chancellors have read them. This year one of these bodies has got in earlier than usual to give Mr. Lloyd more time for a look-over. Its idea is not a new one. It calls on him to " simplify " taxation. The same plea has been made to every Chancellor since 1918 and none of them has taken the advice. Nor will Mr. Lloyd. His officials will assure him that it can't be done. Any such attempt (they will say) might rob the taxpayer of some advantage and (they will whisper to him) might rob the Treasury of some windfall from the foolish or careless taxpayer. Moreover, any effort to simplify the complications would fall hardly on the vast army of specialists (accountants, lawyers, bankers and so on) who make an honest living in interpreting the cabalistic symbols for you and for me. So complications must still be piled on complications for the common good.

A new acquisition at the Imperial War Museum is the German Heinkel He 162 jet-propelled aircraft. The He 162, which flew operationally in 1945, was one of the world's first jet fighters. It is seen suspended above a V1 flying-bomb



DICKENS. The great literary anniversary of 1962 will be the 150th of Charles Dickens' birth. There will be celebrations all over the place. At his home in Doughty Street in the capital, and in Portsmouth, where the Fellowship will hold a birthday party in his Commercial Road birthplace, perhaps combining the celebration with its own diamond jubilee of foundation. At the Guildhall in London there will be an exhibition, and Gad's Hill will not be behind hand. I shall confidently expect readings, plays, documentaries and assessments from the B.B.C. and recollections from his descendants. It is high time I had another stab at reading his books. All my life, I have failed to get through any one of them but *Oliver Twist*. All my life, I have been condemned by my Dickensian friends as a soulless clod, a mere boor, for this failure; and I have been handicapped constantly in solving *The Times* crosswords composed by his fans. Where shall I begin this desperate, eleventh hour attempt to join the ranks of culture? Perhaps some reader will suggest the most hopeful point of entry for a barbarian. It is possible that in old age sentimentality and pathos and Christmas Chimes may make a stronger appeal. But how lucky for Dickens that he was born in 1812 and not 1912. His vast Victorian army of admirers were not too pickled to appreciate sweet syrups. Our generation at least can appreciate his quality in spite of them, as I must try again to do.

PAYING FOR DEMOCRACY. " I have yet to learn " that most men stand for Parliament only after an agonising appraisement of the sacrifices they must make, and their wives and families must make, if they decide to become mouthpieces of democracy. If it be so, why all that anxious lobbying for candidature in safe seats and even hopeless seats? It suggests to me an anxious appraisement,

The winning design for a Government office building and conference centre in Broad Sanctuary, London, is illustrated in a perspective sketch with Westminster Abbey. It was announced just before Christmas that the design by Mr. W. Whitfield had won the competition organised by the Ministry of Works and had gained the prize of £3,000

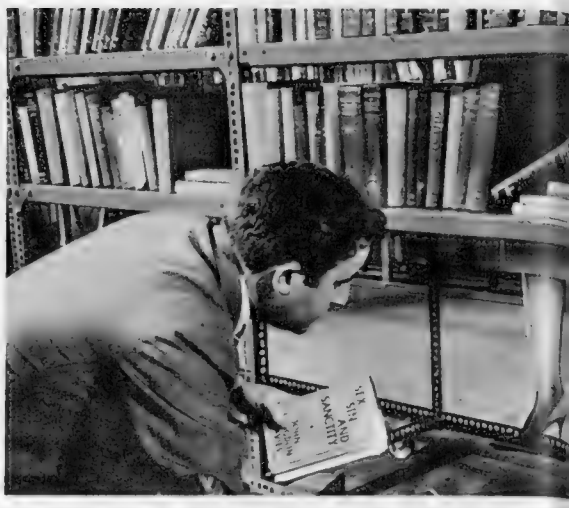
certainly, but not so much of what must be materially sacrificed as of what may be materially gathered in, in the way of personal advancement, in a parliamentary career. The profession of politics is perhaps beyond most others the sport of chance, but the prizes can be glittering for the shrewd and the lucky and still attract the ambitious. I would not say that a reading of history, from the days of the rotten boroughs to this year of Grace, proves that the profession of politics rests on a higher plane than the rest. There are quite a few ambitious men today who prefer place and power and titles to paper incomes. I do not feel disposed to pay for our "ideals of democracy" by doubling the salaries of these altruistic idealists who sacrifice their families that democracy may live—at any rate not *en bloc*. No doubt there are hard cases among the dedicated Parliament men, as indeed there are among the parsons whose prospects of material rewards, in this world at any rate, are dimmer by far.

"FURTHER OUTLOOK—VERY COLD?" Mr. Macmillan was able to express good hope that he and Mr. Kennedy would be able to contribute something to the peace of the world in 1962, and I hope this optimist proves right. Perhaps he was able to keep warm inside Birch Grove. Those Americans manage to keep their houses warm. Most of us do not, and I wonder which of the many highly advertised forms of central heating stood up best to that arctic end of 1961. I fondly believed that my house was snug but this particular east wind laughed at my belief. Shooting duck and snipe on the Avon marshes gave me the sensation that I was following the Osbaldeston tradition and going out stark naked and that sensation did not altogether vanish in my bedroom which faces due East.

THE OLD STAGER

At Wokingham, the Master and Huntsman of the Garth Hunt enjoy a stirrup cup at the annual Boxing Day meet

Waking up Daddy—John Lewis (Peter Sellers) and his daughter Gwynneth (Lindy Cope)



John Lewis distracted at the library

ENTERTAINMENT

ONLY TWO CAN PLAY

at the Odeon, Marble Arch, from January 11

Probert, the Welsh poet (Richard Attenborough), with his adoring audience

Peter Sellers is a great admirer of Sir Alec Guinness. Their names have become synonymous with a particularly admired and distinctive kind of British comedy where the humour is dependent on the actor's chameleonic ability to disappear into the character he is playing. It provides a kind of comedy which is becoming widely popular in cinemas in the U.S. and on the Continent. Peter Sellers' new film, as good a start to the New Year as could be wished, is *Only Two Can Play*, produced by Leslie Gilliat, directed by Sidney Gilliat, and released by British Lion. It is based on Kingsley Amis's novel *That Uncertain Feeling*. The all-too-human hero, John Lewis, works in the public library and lives with his wife and two small children in lower-middle-class poverty in a dishevelled and ramshackle flat. As played by Peter Sellers, he is a stocky, Welsh figure in patched sports jacket and baggy grey flannels. His escape from the problems of his family and the monotony of his job consists of looking at girls. One day, his life is changed by the appearance at the library of Mrs. Gruffyd-Williams, highly attractive and restlessly seeking to alleviate the boredom of her husband's money. Not surprisingly, John Lewis becomes involved: all the more so when she offers to influence her husband, who is chairman of the library selection committee. Preserving much of Amis's wry farce, the film shows John Lewis desperately striving, but failing, to succumb to her attractions and as unsuccessfully striving to allay the suspicions of his wife. Amis's novel, like his first huge success, *Lucky Jim*, brought a tough, comic tone to English fiction, finding the sharp edge of its humour in the patterns of provincial life. Brilliantly acted by Peter Sellers and Virginia Maskell, the film, although altering the novel in some parts, manages to be both very funny and recognisably like life in a Welsh city.

Jolyon Wimhurst

In his best suit, John Lewis faces the selection committee. **Left:** Mrs. Gruffyd-Williams (Mai Zetterling) charms a policeman (Howell Evans). Right is Bill (John Arnatt)

Breakfast time in the Lewis household—John Lewis; Gwynneth; Jean (Virginia Maskell); and Freddy (Graeme Byard)

Family row between husband and wife

John Lewis and Jenkins (Kenneth Griffiths) and the pleasures of bus travel

John Lewis kisses his wife on the cheek, leaving her to put Gwynneth to bed, before he goes out for a drink with Mrs. Gruffyd-Williams

THE VOICE OF THE COMMO

AUSTRALIA

Expansion of research and exploration in Antarctica

While Melbourne and Sydney swelter in the heat of summer the members of Australia's 1962-63 National Antarctic Research Expedition are preparing to face the opposite climatic extreme at Australia's four research stations in the Antarctic—Macquarie Island, Wilkes, Mawson and Davis. Men from five nations make up the expedition of sixty-nine. Apart from Australians, they include a New Zealander, four Americans, a British meteorologist and a French chef.

The growth of Australian interest in Antarctic research is not surprising when the country's proximity to Antarctica is borne in mind. Australia has a special interest in Australian Antarctic Territory, which consists of all land, other than Adélie Land, south of 60 degrees latitude and between 45 and 160 degrees east longitude. This sector of Antarctica was first discovered in 1831 when the British sealer, *John Biscoe*, sighted and named Enderby Land. Kemp Land and the Sabrina Coast were discovered soon afterwards. It was not until 1911, however, that the Australasian Antarctic Expedition, led by Douglas Mawson, established two wintering parties at widely separated points in Antarctica, and in 1929-31 the British-Australian-New Zealand Antarctic Research Expedition made further voyages and landings along the coast of what later was proclaimed Australian territory. Australian Antarctic Territory, with an area of 2,360,000 square miles, comprises almost half of the continent of Antarctica. Its coast line is about 4,500 miles in length.

To continue the pioneering work performed by Australians in the Antarctic earlier this century, the Australian Government in 1947 formed the Australian National Antarctic Research Expeditions (ANARE). Stations were established at Heard Island and Macquarie Island in the summer of 1947-48. In 1949 the Antarctic Division of the Department of External Affairs was created with Phillip Law as first Director. The first mainland station was set up in February 1954, on the coast of MacRobertson Land and named Mawson in honour of Australia's well-known Antarctic explorer. The Heard Island Station was closed down in March 1955. A second mainland station, Davis, was set up in Princess Elizabeth Land in January 1957, and early in 1959 the ANARE took over administrative control of Wilkes station, which had been set up by a United States expedition in 1957 for the International Geophysical Year.

ANARE has two tasks: continued exploration and the expansion of scientific programmes. Successive expeditions have, during the last seven years, carried out extensive exploration of Australian Antarctic Territory. Wintering parties at Mawson and Davis, with the aid of aircraft, snow vehicles and dog sledges, have mapped an area of 250,000 square miles around Mawson. From Davis, there has been exploration of the region around Prydz Bay, including the Vestfold Hills, the Larsemann Hills, the off-lying islands and the Amery Ice Shelf. Tractor trains from Mawson have penetrated 400 miles inland over the Antarctic Plateau to measure, by seismic methods, the thickness of the ice cap, which in some parts of Antarctica is as great as 13,000 ft. Similar soundings have been carried out by teams operating from Wilkes.

A meteorological balloon is examined in MacRobertson Land

One of the ships of ANARE is hampered by pack-ice in the Antarctic

Calculations based on these measurements support an estimate that there are roughly 5,000,000 cubic miles of ice in Antarctica. Aerial photography has been carried out from Mawson by Royal Australian Air Force members of ANARE, who have taken more than 26,000 aerial photographs in flights totalling 10,000 miles. Much coastal exploration has been done by ANARE relief ships *Kista Dan*, *Thala Dan* and *Magga Dan*, chartered each summer from the Danish J. Lauritzen Line of polar vessels. These ships have explored more than 4,000 miles of coastline, extending from Enderby Land in the west to Oates Land in the east. Float planes launched from these ships have taken aerial photographs, while landings have been made by motor-boat and helicopter to make astrofixes and examine the geology in rocky sections of this coast. Gravity and magnetic measurements have also been made at most of these landings.

The scientific programmes of ANARE have been much extended since the start in 1948 of studies in meteorology, cosmic rays and aurora at Heard Island and Macquarie Island. In later years studies in geomagnetism, seismology and radiophysics were added until, by 1956, Mawson and Macquarie Island were well-equipped geophysical laboratories. This development placed Australia in an excellent position to co-operate with other countries during the International Geophysical Year of 1957-58. Since then Australians have been pushing on with their scientific studies in a wide variety of scientific subjects at the four ANARE stations. Meteorology is still one of the most important studies. Not only are these observations contributing to the basic knowledge of the global circulation of the atmosphere, but the data is assisting with weather forecasting in Australia and other southern continents. Australia has added to its meteorological network in Antarctica two automatic weather stations, 370 miles apart, at Lewis Island and Chick Island in Wilkes Land. During 1961 a new satellite weather station was set up on the ice-cap at Long Fjord, 18 miles east of Davis, and important studies into winds have already been made there.

In glaciology ANARE scientists are studying the " balance sheet " of the accumulation of ice and snow on the continent against wastage due to the evaporation, melting and wind action. The geological structure and history of Antarctica are being examined. Seismographs record local and distant earthquakes and related studies lead to a better understanding of the structure and physical state of the Earth's interior. The biological work of ANARE is concerned not only with the ecology of the seal and penguin populations in the Antarctic coastlines, but also with the physiology of animals and of man in the frigid environment.

Of primary importance is the study of the physics of the upper atmosphere, which involves such subjects as geomagnetism, the aurora, the ionesphere, cosmic rays and solar phenomena. Investigation of these topics require complicated and expensive equipment and the employment of highly trained physicists and technicians. Australians in Antarctica are making valuable contributions to Man's understanding of a unique and difficult environment and are helping to solve important scientific problems the implications of which reach far beyond the territories in which the observations are carried out.

WEALTH

PAKISTAN

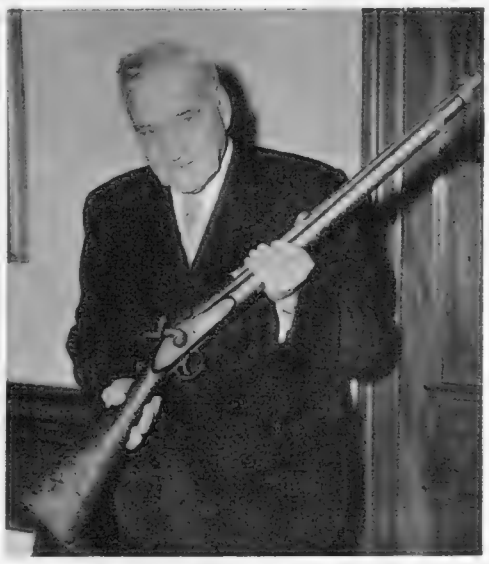
Events leading to border control of migrant tribesmen

" Powindahs," a group of Afghan tribes, have been in the news as having been stopped by Pakistan authorities at the border which they have been crossing every year into Pakistan, for a considerable time. They came in numbers ranging from 200,000 to 300,000. They brought their cattle, nearly 700,000 head, and grazed them in Pakistani pastures during the winter months until the time came for them to return to Afghanistan. This was allowed by Pakistan on humanitarian grounds. The cost of this concession was colossal, and when donkeys, camels, horses, mules and cattle brought by the Powindahs carried diseases like rinderpest, African horse sickness and blue tongue, the cost to Pakistan was incalculable.

In October of 1959, West Pakistan had an epidemic of African horse sickness. It had originated in Koh Daman area of Afghanistan and had been imported into Pakistan by Powindahs. It took an enormous toll of animals in West Pakistan. When the attention of the Afghan Government was drawn to this and a request was made to co-operate in quarantine and control measures, the answer was that all these diseases came from Pakistan and that was where all control measures should be established. This was in addition to the devastation of the country-side that results from the grazing of large herds of cattle. It has increasingly proved a drain which the economy of Pakistan can ill support. With the Powindahs also came Afghan espionage agents to engage in subversive activities inside Pakistan.

As a result the Government of Pakistan had no alternative but to decide to treat Powindahs like other foreigners visiting Pakistan. The intention was to admit them so long as they were in possession of visaed passports and internationally recognised health certificates for themselves and for their cattle. This decision was intimated to the Government of Afghanistan well before the start of the season of migration. The Government of Afghanistan was particularly requested to take adequate steps to inform all the Powindah tribes so that they would try to obtain the requisite documents. That Government did not take any of these steps, and incited them instead to enter Pakistan by force. In effect what the Government of Afghanistan has been trying to do is to send hundreds of thousands of its nationals to a country with which it has severed diplomatic relations, and the existence of which, in other words, it does not recognise.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "



Above: The Duke of Devonshire meets the Maharajkumar and the Maharajkumari of Sikkim, the son and daughter of the ruling Maharaja, at a reception at the Indian High Commission in London. On the right is Mr. T. N. Kaul, who is the Acting Indian High Commissioner in Britain

Left: In London Sir William Leggatt, Agent-General for Victoria, holds an 1875 Carbine rifle handed in to the British police during the recent amnesty for possessing arms. It was originally used by a trooper in the 5th Victorian Mounted Regiment in the Boer War, and is being sent to the National Museum in Melbourne

The Trinidad Hilton Hotel, now under construction by Anglin-Norcross Corporation of Canada in partnership with the British company Holland & Hannen and Cubitts Limited. Situated outside Port of Spain, the £1,500,000 hotel is due for completion next spring. The building follows the contour of the hill on which it is built

Dr. H. R. Tinker talks with members of a Study Conference for sixth-formers on the Commonwealth and Asia. He was one of the lecturers at the Conference which was held during last week at the headquarters in London of the Royal Commonwealth Society. It was attended by over two hundred boys and girls from sixty-one schools

"LUXURY AND REFINEMENT"

A house which is a unique survival of Victorian London

By **ELIZABETH ASLIN**

Just off Kensington High Street stands a terrace of typical stucco town houses built at the height of the Victorian period in 1868. However similar they may appear to be superficially, one of the houses, number 18, Stafford Terrace, is not only different from its fellows but unique—a house of great charm which has remained virtually unaltered for almost 100 years and has belonged to the same family for that period. Owned now by Lady Rosse, it was until recently the home of her mother, Mrs. Leonard Messel, the daughter of the original owners, Mr. and Mrs. Linley Sambourne.

Linley Sambourne was one of the most distinguished and prolific *Punch* cartoonists. He made his first drawing for *Punch* in 1867; in 1871 he joined the editorial staff and his association with the paper continued until his death in 1910. When *The Sphere* was started in 1900 he drew the cover for the first issues. An artist and a connoisseur, he was a regular exhibitor at the Royal Academy and his friends included many political and theatrical figures as well as notable artists. Drawings and photographs by Sambourne and his friends still line the walls of his house. On his mother's side he was descended from Sheridan's father-in-law, Thomas Linley, from whose family he inherited a number of personal treasures.

In 1874 Linley Sambourne married Miss Marion Herapath and they proceeded to decorate their house in the artistic taste of their day and so it has remained ever since with the few additions to their collections made during forty-five years of married life.

This house happens to have been furnished at the height of the " Art " or Aesthetic movement—the " greenery-yallery " movement much ridiculed by *Punch* itself but nonetheless an all-pervading influence at the time. Until the mid-'60's the emphasis in Victorian interior decoration had been on comfort and opulent display without particular reference to design. The work of William Morris, Charles Eastlake's influential book *Hints on Household Taste*, published in 1868, and the writings of such reformers as Richard Redgrave and Owen Jones combined to change the attitude to furniture and decoration and to produce the self-conscious æsthetic movement when " Chippendale " furniture, dados, old-fashioned brass and wrought iron work, medieval lamps, stained glass in small squares and old china were held to be the outward and visible signs of an inward and spiritual grace and intensity—the latter a much admired æsthetic quality.

Above: A section of the morning-room at 18, Stafford Terrace in Kensington

Photographs by

A. F. KERSTING

Left: The door of the dining-room was painted by Linley Sambourne, the original owner of the house

"A dream of luxury a

The collection of walking-sticks in the hall

The hall, the dining-room, or the drawing-room at Stafford Terrace could be used as illustrations of any of the books on the artistic home published in the late '70's—such as Rhoda and Agnes Garrett's *House Decoration* or Mrs. Orrinsmith on *The Drawing Room*. An article in the *Furniture Gazette* for 1875 on the " Moral Influence of Decoration " contains a detailed description of a recently decorated " pretty house " which fits this house completely even to the ceiling " highly decorated with leaves and fruit of the pomegranate." It is most unusual for the atmosphere of any period to have been preserved so completely.

Outside, the house is distinguished from its neighbours by a pair of potted palms, a motif that recurs in the interior painted decoration —and a splendid glass-encased window box, lined with Minton tiles. The hall is comparatively dark, as were all Victorian halls, whether æsthetic or conventional, with looped curtains, barometer, mirror, antlers and so on. This hall, however, is lined above the stencilled dado with a Morris paper, *The Diaper*, first produced in about 1870. It is used in two different colour versions, one for the walls and another for the ceiling. In a specially constructed rack at the foot of the stairs is a group of walking-sticks from all over the world, a fascinating and varied collection.

On the right-hand side of the hall is the dining-room in which another paper designed by William Morris was used. This is *The Fruit or Pomegranate*, new in the year that the house was decorated. The paper is barely visible behind the collection of water-colours, brass-work and oriental porcelain. Above the Morris paper is a frieze of Japanese leather paper, the height of contemporary fashion and imported at the time by Farmer and Rogers Oriental Warehouse or the new firm of Liberty. It seems likely that the Japanese firescreen, oriental

—the drawing-room, which like the rest of the house in Stafford Terrace has remained virtually unaltered in its decorations for nearly 100 years

bronzes and rugs came from the same source. The Windsor chairs may well have been old possessions but the sideboard, dining-chairs and the two arm-chairs in the window are of the "Old English" style of furniture recommended in his book by C. L. Eastlake and may even have been made to his designs.

The right-hand chair with the three-dimensional patchwork cushion clearly shows the honesty of construction that Eastlake commended. The clock in the window was locally made in about 1840 by James Gorham of Kensington High Street for John Herapath, the mathematician, and is an astronomical clock with terrestrial and celestial globes giving both mean solar and sideral time. The sideboard is a handsome and very typical piece of "Art" furniture with its low relief carving and turned balusters inspired by Jacobean furniture. The inset tiles are again by Minton but the lower panels were painted by Sambourne himself as were the palms in oriental vases on the dining-room door.

The morning-room doors are similarly painted but these are somewhat obscured by the double, looped portières of rich Utrecht velvet which separate the dining-room and morning-room. These curtains are of the drab colour so much favoured by the

(*Continued on next page*)

Furniture and decorations in the drawing-room

A wall of the morning-room

Water-colours, Oriental porcelain and brasswork are features of the dining-room of the London house in which a unique collection of Victorian treasures is preserved

"LUXURY AND REFINEMENT"

(Continued from previous page)

æsthetic movement and were designed by Bruce J. Talbert in about 1870. The walls and ceiling of the morning room are papered with the same Morris "Pomegranate" paper as the dining-room on different coloured grounds and again they are hung with a variety of paintings and Japanese prints and blue and white china. Probably the most interesting and typical feature of this room is the elaborate, ebonised overmantel providing a setting for a varied collection of treasured objects. The mixture of Dutch tiles, eighteenth-century furniture, Japanese firescreen and Jacobean-inspired curtains gives a much truer picture of informed Victorian taste than a room decorated entirely with the work of one decade.

On the half landing, with the walls still lined with drawings and cartoons, there is a charming window garden combining ferns and a small fountain. Small as it is the term "window-box" seems quite inadequate for this miniature fernery.

The L-shaped drawing-room on the first floor is decorated in a rather different manner —in fact only the prevailing dull golden brown and the blue of the silk curtains indicate some association with the æsthetic mood of the other parts of the house. French interior decoration and furniture had been much admired in the early part of the Victorian period and the taste was stimulated by the Second Empire and particularly by the great Paris Exhibition of 1867. The individual pieces of furniture with their marquetry, inlay and metal mounts, the gilt mirrors, marble fireplaces, massive bronzes and lincrusta ceiling are typical of the best drawing-room style of the latter part of the century. As late as 1901 a writer gave a description of this room as "a dream of luxury and refinement only possible in the home of one endowed with artistic taste."

The stained-glass window in the drawing-room was designed by Linley Sambourne himself. A very personal piece of design it combines the fashionable motifs of the day, the potted palm, the sunflower—the æsthetes' symbol of constancy—birds, goldfish and Chinese vases and all on a ground composed of the alternating crests of the Sambourne and Herapath families. The juxtaposition of the heraldic and the personal is curiously successful. In the drawing-room there is one of the charming little upholstered chairs of which the legs and feet are discreetly hidden by a long fringe. This chair has its own footstool as do the other fireside chairs.

It would be impossible to see and remember every one of the thousands of things in Stafford Terrace, even after many visits, and while many of the objects alone are not priceless works of art the whole collection and its setting are irreplaceable. It tells so much about the life and interests both of its original owner and his times—a period, recent as it is, about which there are so many misapprehensions. Today the house is a reminder of an elegant and leisurely age. In the tradition of Linley and Marion Sambourne it is still a meeting place for those who have a proper appreciation of the arts.

The astronomical clock in the dining-room with its terrestrial and celestial globes was made in London about 1840. The chair on right has a three-dimensional patchwork cushion. **Below:** The stained-glass window in the drawing-room. It was designed by Linley Sambourne

BRIAN VESEY-FITZGERALD

THE DECLINE OF THE PIG

" The pig is an animal of historic qualities with a long lineage. Bacon may truly be called the foundation of England—the ' roast beef ' of tradition is a newcomer, an ephemeral trifle, by the side of bacon." The words are those of Esther Meynell: and true.

At first sight they may appear not to be. I suppose that, of animals, most people would select the sheep as the foundation of England. The sheep gave not only mutton, but milk and cheese—many a medieval illumination shows a housewife milking her ewes—and wool. From wool sprang many of the riches that made England great, but there can be no doubt that in the early rural economy the pig was by far the more important animal of the two.

Consider only the Domesday Book. The men who compiled that great work would seem to have counted almost every pig in England. It does not matter where you open Domesday Book, at what page, at what hamlet, there you will find something like this: " Silva XX, *porcorum de pasnagio*." Time and time again, you will find record of " Four acres and wood for ten hogs ": " Wood for twenty hogs ": even " Wood for three hogs." Every pig, obviously, was of great importance. Obviously, therefore, the swineherd was a man of importance and standing in rural society. You would not think so if you remember Orlando in *As You Like It*: " Shall I keep your hogs and eat husks with them? What prodigal portion have I spent that I should come to such penury? "

Perhaps the situation had changed by Shakespeare's day. I do not think so, though it was certainly changing. This seems to be one of the very rare instances in which we find Shakespeare in error. The swineherd was still, I think, a man of importance and standing, far removed from penury, in the sixteenth century. Certainly he was in medieval times. Then the pigs of a parish were usually put under the charge of a single swineherd, but the pigs of a parish did not belong to the parish; each was individually owned. The swineherd might well be a servant of the Lord of the Manor, from whom he would receive a wage or maybe a cottage, but he would also receive a payment for his services from each individual pig-owner. He was far removed from penury. For in the latter part of the thirteenth century pigs were money. Then oxen fetched about 10s. apiece, cows about 9s., and fat sheep about 1s. 6d. But bacon hogs fetched 5s. This was a very high price, by comparison with a cow, when you consider how little a pig costs to keep, even allowing for the swineherd's payment.

Thorold Rogers, in his classic book *Six Centuries of Work and Wages*, has this to say of the pig: " It is to be expected that swine were, for general use and consumption, the most important objects of all English agriculture in the thirteenth century, and for many a century afterwards. The pig is a save-all, a universal consumer, and as universally a producer . . . and the pigs were the scavengers of the medieval village. In autumn they were turned into the cornfields after the crop was carried, and into the woods to gather mast and acorns." Yes, the pig did not cost much to keep. Even as late as the sixteenth century, and but little before Shakespeare's day, we find Thomas Tusser commending the " good milch cow," but adding

> And yet by the year, have I proved it ere now,
> As good for the purse, is a sow as a cow.

The real pig enthusiast came much later, at the beginning of the nineteenth century. William Cobbett, in his *Cottage Economy* (1821)—a most sensible and amusing little book, and one which would still, today, be of great value to all country-dwellers—is most eloquent about the pig: " A couple of flitches of bacon are worth fifty thousand methodist sermons and religious tracts. The sight of them upon the rack tends more to keep a man from poaching and stealing than whole volumes of penal statutes, though assisted by the terrors of the hulks and the gibbet. They are great softeners of the temper and promoters of domestic harmony." High praise that, high praise indeed. And he goes on: " The man who cannot live upon *solid fat bacon*, well fed and well cured, wants the sweet source of labour, or is fit for the hospital." And again, about bacon: " It is always ready; as good cold as hot; goes to the field or the coppice conveniently; in harvest, and other busy times, demands the pot to be boiled only on Sunday; has twice as much strength in it as any other thing of the same weight; and, in short, has in it every quality that tends to make a labourer's family able to work and be well off."

Of course, he was writing at a time when every cottager kept his pig, and took good care to see that he was never without one. At a time when Maurice Hewlett's Hodge sat

> Under the sun on the gray hill,
> At breakfast campt behind the hedge,
> There ate he, there eats he still,
> Bread and bacon on the knife's edge.

" There eats he still." Only he doesn't: at least, not bacon and bread, and certainly not solid fat bacon. You just cannot buy that in Britain now, and the cottager no longer keeps his pig.

I was, so to speak, brought up on solid fat bacon sandwiches, and I am wholeheartedly in agreement with Cobbett. A man could do a hard day's manual work on a couple of fat bacon sandwiches and a pint of beer, and the ownership of a pig brought with it a greater feeling of security and independence than does money pledged on the " never-never " and membership of a union.

G. K. Chesterton considered bacon and beer " those two grand survivals of a more Christian England." Beer, though not as strong as it ought to be, we still have with us, but few men take it into the fields with them nowadays. It is too expensive, even in these days of " never had it so good." But what is happening to bacon? Not just to fat bacon—that has disappeared—but to the breakfast rasher? Did you have the traditional British breakfast of bacon-and-eggs this morning? If you spent the night in a hotel, probably. But if you had it at home, I suspect that you are an exception. More and more people nowadays cannot eat " a cooked breakfast."

Not just the women—though few modern women under middle-age seem to do so, either because they are worried about their figures or because they are too lazy to cook before midday—but also many men; not because they cannot eat a cooked breakfast, but because they do not get the chance to do so. Bacon, my grocer assures me, is becoming an evening meal, something easy and quick to stick on the table when the husband returns from work. I do not say that England is going to the dogs, but it is certainly moving away from the pig. Except, perhaps, in pork pies. They save a lot of trouble.

Skaters make use of the cold Christmas weather on the frozen lake at Wisley in Surrey. The temperature recorded at Kew on Christmas Day was the third coldest in the ninety years in which records have been kept there

BOOKS

JOHN NEVILLE: ACTOR

A new biography of the actor by J. C. Trewin; a saga of Irish family life; and recent fiction

Even people who are not basically interested in the English theatre; who, pressed for the name of a contemporary English dramatist might answer "Lonsdale," or, more sensibly "Coward"; who think that going to the play is a bore because of all those intervals—even these people may have a real interest in Shakespeare and the way in which his plays are produced and acted in this country. By the same token, when a fairly young actor makes a solid success, both here and in the United States, in the plays of our greatest playwright, his name is apt to be remembered. JOHN NEVILLE (Barrie and Rockcliff; 21s.), by J. C. Trewin, gives not only the details of a brilliant stage career, but is furnished with many photographs and a complete list of Mr. Neville's appearances on stage, screen and television. In his mid-thirties, Mr. Neville has expressed his own beliefs "in a few sharp sentences" to Mr. Trewin: "I want to protect the author," he has said. "I believe him to be supremely important. I believe the actor to be important. I believe that the director can be important, and at the very bottom of my list I put the designer." These are words of provocative interest.

THE BRIMMING RIVER (Figgis. 21s.) is an Irish family saga by Mr. Raymond Brooke. He tells the story of his family since they were first granted lands and the Castle of Donegal by Queen Elizabeth the First, and his own story, which includes a spell of some forty-eight years in the family wine business, and warm and lively reminiscences of Irish society through most of the seventy-odd years which he has lived so far. Mr. Brooke is an eminent Freemason, a staunch member of the famous Kildare Street Club, about which he has a good deal to say, and a most active and sympathetic worker on educational boards and in matters concerning the hopelessly poor and the drearily named "juvenile delinquent." His book is full of good stuff; unpretentious, spirited and following about as even a course as the Grand National.

The novel of the week, beyond any doubt, is Helen Foley's A HANDFUL OF TIME (Hodder and Stoughton. 16s.); a quietly rich story of ten or fifteen years in the lives of two women who first meet as undergraduates at Cambridge, feel an immediate though calm affinity and, for the rest of their lives, until one of them is killed in a yachting accident, share their confidences about lovers, about work (both get "Firsts"), about men and women acquaintances and about religion and philosophy. Through all their vicissitudes, however, nothing really shakes the companionship and trust that the two young women have unconsciously built up between themselves. This is not a story of great excitements although it has its own suspense and its climaxes, its quiet drama and its degree of action. It is, quite simply, a satisfying novel to read; civilised and urbane.

THE FIRE RAISERS at the Royal Court Theatre—in a scene from the play by the Swiss dramatist, Max Frisch. Schmitz (Colin Blakely) and Eisenring (James Booth), roll a petrol drum into position before starting their fire

A tiny but basic difference between the English and American reading publics appears to be the way in which we regard the novels of Mr. Robert Nathan. I believe that his work sells well here but in the United States he seems to be regarded with positive reverence and, since this attitude is based on what he has written, I find it incomprehensible. THE WILDERNESS-STONE (W. H. Allen. 13s. 6d.) is his new book: a brief story, described as a magical tale, about a girl who falls in love with a man she has never met, except in her dreams. He does exist though, and he, too, is capable of love. I did not find anything exactly magical about Mr. Nathan's story, but I did discover grace and whimsy in it, as well as a quality which, for better or worse, is quite other-worldly.

ANNA TELLER (W. H. Allen. 21s.), on the other hand, is a vast novel by Jo Sinclair, a fourth book by this powerful American author who deals in broad strokes and cumulative effects and whose story of an old Hungarian refugee in America makes a considerable impact on the reader. This is an author who writes at a white heat throughout 500 pages and more and who manages to communicate something of his own convictions about people locked together in a family relationship, and particularly about the influence that one ageing, poor, relatively undistinguished woman may have on the tight circle of son, daughter-in-law and children. A little overwhelming from time to time but readable and sincere.

There are six stories from Russia in WINTER'S TALES (Macmillan. 18s.), edited by that husband-and-wife team, C. P. Snow and Pamela Hansford Johnson. In their introduction, they write that: "Short stories occupy a more conspicuous place in contemporary Soviet literature than they do in ours." They add that four or five of these modern stories in the volume would be familiar to nearly any Russian of literary tastes. The volume makes fascinating reading and is to be recommended.

Vernon Fane

VICTORIAN VISIONARY

The achievements of Joseph Paxton

The obituary of Joseph Paxton in *The Times* of Friday, June 9, 1865, saluted him as "one who rose from the ranks to be the greatest gardener of his time, the founder of a new style of architecture, and a man of genius who devoted it to objects in the highest and noblest sense popular." That judgment surely still has validity, for this man who wrote *A Practical Treatise on the Culture of the Dahlia*, built the Great Exhibition building of the Crystal Palace, and found time to represent Coventry in Parliament, possessed extraordinary powers and versatility. George Chadwick rings all these changes most effectively in his volume, THE WORKS OF JOSEPH PAXTON (Architectural Press. 36s.). He dwells not only on Paxton's achievements in bricks and mortar, glass and iron, but on some of his visionary schemes, such as the Great Victorian Way, a girdle of arcaded streets and flanking railways running round London on an inner ring route to link the main line termini. Paxton was ahead of his time when it came to urban communications, and it is a thousand pities that the detailed plans for the Victorian Way have been lost. We can be grateful to Mr. Chadwick for reviving in as lively a fashion the memory of one of our most distinguished metropolitan architects.

Russia and life behind the Iron Curtain generally seem to have induced a mood of unflagging flippancy in Roy MacGregor Hastie; so much so that it is almost impossible to take any of his judgments with the seriousness they may well deserve. In DON'T SEND ME TO OMSK (Macdonald. 21s.) this journalist and foreign correspondent has written what he chooses to call "a sort of travel book." He is certainly a most light-hearted traveller, and when asked to reverence the magnificent decor and wonderful technical achievements of the Moscow tube railway he refuses to be drawn from his self-appointed role of jester. The author's trip to Rumania was another lively jaunt, and he is for once happy in his description of the Rumanian Black Sea resorts; for their character apparently accords very closely with his own sense of unbridled fun.

Colonel Byford-Jones, who has journeyed widely in the Near and Middle East and written extensively about his travels, went to the Soviet Union late in 1960 and in UNCENSORED EYE-WITNESS (Robert Hale. 21s.) he recounts his experiences. They do not differ very greatly from what most travellers have to say about the Russian tourist route (Moscow, Leningrad, Kiev, the Black Sea and Stalingrad), and as the author so rightly says, "there are no experts on Russia, merely varying degrees of ignorance." Colonel Byford-Jones conveys the atmosphere of his visit exceedingly well.

With a network of high speed aircraft now spanning the world on regular routes the pace of international smuggling has increased. Registered packets of diamonds, gold or watches can be stolen at the airfield of departure and the theft go undetected until the plane arrives at its destination; gold can be smuggled sometimes with comparative ease by aircraft into countries where gold is at a premium. Donald E. Fish, after four years with M.I.5 on aircraft sabotage during the Second World War, has played a leading part in fighting the new crime wave. AIRLINE DETECTIVE (Collins. 21s.) is a fascinating record of his achievements and frustrations.

Ralph E. Lapp examines the space programmes of Russia and America as they are likely to affect the next decade in his lucidly presented narrative, MAN AND SPACE (Secker and Warburg. 21s.). Of special interest are the author's references to Projects Saturn and Nova, aimed at boosting huge payloads into orbit and ultimately sending man around the moon. A separate chapter deals with orbital devices for improving world communications and navigation.

A BOOK OF AUSTRALIA (Collins. 10s. 6d.) is a vigorous anthology of prose and poetry giving a representative picture of life "down under." Professor T. Inglis Moore is the compiler, and he has made use of a wonderful series of photographs.

Richard Edmonds

Two tiny figures stand on a ridge above clouds enveloping a mountainside in Argyllshire. This effect of cloud-free mountain tops is unusual in Britain

CLEAR AT THE TOP

Photographs by Tom Weir

An adventurous climber stands high on a mountain slope overlooking the sea of clouds in the valley below

Climbers who left the thick fog of the towns in the week before Christmas found the Highland valleys also in mist. However, those who climbed to the tops of the mountains were spectacularly rewarded when, at 2,800 ft., they stepped from gloom into sunshine and saw a great sea of clouds beneath them. This climatic effect, which is often seen in the high Alps, is uncommon on British hills. The vapour was unusually uniform, and spread over the whole of Scotland and the North of England. In the valleys the roads were icebound and temperatures were down to 20 degrees, but on the peaks the sun was warm and there was no wind.

This phenomenon is known as a temperature inversion, and occurs when masses of air are chilled as they come in contact with the cold ground. It happens in windless weather, and clouds form in the valleys as a result of the chilling process. In higher places the air is not in contact with so much ground, with the result that the summits of the mountains tend to stand clear.

Climbing above the clouds at 3,000 ft. on Beinn an Lochain

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

J. K. Warrington

When in May of last year Mr. Warrington was appointed president of the British Pottery Manufacturers' Federation, he became, at forty-three, the youngest president the Federation has had. He has been photographed in his office at the Burslem works, Stoke-on-Trent, of Doulton Fine China Ltd., of which he is managing director. Born in 1917, James Kenneth Warrington joined the staff of Doulton and Co. Ltd. at the age of eighteen, on leaving school. His first training was in accountancy and in 1940 he was elected an Associate of the Institute of Cost and Works Accountants. In 1951, Mr. Warrington became commercial manager and, in 1953, general manager of the Burslem Works. When Doulton and Co. Ltd. re-organised its manufacturing activities in 1956 and formed four separate groups, Mr. Warrington was appointed to his present position. He holds a number of other directorships in the organisation. In the British Pottery Manufacturers' Federation, Mr. Warrington's committee work includes wages and conciliation, tariffs, purchase tax policy and finance. He is a member of the Council of the British Ceramic Research Association and chairman of its Pottery Divisional Committee. A believer in visiting different overseas markets each year, during 1961 he travelled some 50,000 miles visiting South Africa, Australia, Japan and Hong Kong. Unmarried, he lives a few miles from the Burslem works. He is an enthusiast for classical music

AMERICAN AND BRITISH CONSUMERS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Until very recently, one of the most reliable ways to guess what the British consumer might be persuaded to buy in two or three years' time was to find out what the American consumer was buying last year or the year before. British manufacturers are constantly being exhorted to spend more on technical research into new products and upon the recruitment of trained industrial designers to improve the appearance of their wares; but fortunes have been made since the war by roving businessmen who have done no more than pick the right styles or gimmicks out of a New York bargain basement to imitate and sell—by no means in the bargain basement—over here.

In some fields, nowadays, the influence of Italian and French fashion has recently strengthened; the field of Transatlantic influence has perhaps narrowed. But you can still thumb through one of America's huge mail-order catalogues and guess which item in it will, within a year or so, be appearing, slightly translated in appearance but still recognisable, in the ranges and advertisements not of Britain's cheaper manufacturers, but of its better-class makers and stores. You can find examples right across the book, from power tools to corsetry. Indeed, you can quite depress yourself about British design and British exports—until you pick up the *New Yorker* and note the proportion of goods advertised there that come from Britain and Europe.

To the European businessman, the American consumer remains slightly larger than life, the free-spending customer *par excellence*. There is nothing illogical about studying his purchases and seeing if they can be translated to foreign customers at the same time as one is trying to tempt his increasingly recondite tastes with products unfamiliar in his own habitat. Indeed, the two simultaneous commercial processes may, as it were, interact in mid-Atlantic: the fiery little sports car you sell him to emancipate his ego from his long-undistinguishable sedans may nowadays, for the States, sport an American-designed automatic transmission.

The basic reason for the continuing American influence upon many kinds of consumer goods everywhere is simply that the American consumer has the extra spending power to enjoy them first—though of late his high spending power is bringing in its train some complications. Reckoned at the straight exchange rate, national income per head of population in the United States works out at about £800 a year, man woman and child. In Britain the figure is perhaps £375; there are some countries in between, notably Canada, Australia, Sweden and Switzerland, but the rest of the world comes after us.

These comparisons at straight exchange rates, admittedly, don't adequately express comparative purchasing power. When he buys a refrigerator, for example, the American customer certainly gets a bigger one with more gadgets for the same money that we pay; in hard consumer goods, the pound is probably worth less than $2.80. Start buying steak, however—or until recently, a house to live in—and the pound is worth considerably more than its official parity. The averaged "purchasing power equivalents" generally work out to make the pound worth nearer $4 than $2.80 with a similar upward adjustment for the European currencies. But, even with that adjustment, in buying power the American consumer remains way out ahead.

This advantage—and some of its complications—can be illustrated in terms of ownership. For every 100 population, Americans have about 34 cars, 40 telephones, 95 radio sets, about 30 refrigerators, television sets, and washing machines. Roughly, this equals about one of everything per family, plus far too many radio sets. In terms of selling and production, it constitutes a huge replacement market for consumer durables, but one that has not much more room for basic growth. In fact, America doesn't seem to be within sight of any shortage of appetites for its rich consumers to pay for. But the different things they can now be persuaded to buy are altering its whole industrial and commercial pattern.

The shift of spending seems to be increasingly towards services. This is partly a matter of technical maintenance of the huge assemblage of capital equipment parked around American homes. The repair man is at a premium today to deal with the myriads of motors, small and large, that can go wrong in American living: his services cost a lot and, rightly or wrongly he has a pretty poor reputation for reliability or workmanship. The equipment that he is being asked to service becomes steadily more complex, with photocells opening garages and automatic controls built into even an electric cooker.

Spending on services, however, is also a matter of the technical maintenance of American human beings. In Britain, whether as a result of the Health Service or not, expenditure on medical care seems to be declining as a proportion of national income. In the United States, where socialised medicine is tabu, expenditure on keeping healthy—and handsome—is rising. Medicine, attendance as well as drugs, is a major industry in the United States; care of the mind is not a small one, since Americans resort to the psychiatrist with much less reluctance than British people. And developments upon what used to be called "beauty culture"—expert clinics for slimming and body-building—are another efflorescence of the American "service economy" that are just beginning to percolate into British business.

This American appetite for services to spend on has been associated, at the same time, with an increase in spending on some foreign goods, particularly those that offer some element of extra luxury or sophistication over the home-produced article. This has had its problems for the American balance of payments, of a kind familiar in Britain; American industry, nowadays, is being called upon for export drives. Nevertheless, there is no great drive to reduce purchases from abroad, except by the development of American products to compete with foreign goods that are taking sizeable slices of the market, such as compact cars to meet the smaller cars imported from Europe.

Another complication for the American economy of the shift to services is that these, by definition, don't offer the same advantages in productivity that the mass-production of consumer durables, the last commercial field in which America led the world, certainly did. Detroit can deliver a great deal more car for the money than any other car-producing area in the world, whatever exchange rate you happen to be using. But an American chiropodist, psychiatrist, or Launder-O-Mat can't work any faster or better than their counterparts in London or Rome, and may well work a good deal slower than the same operators in, say, Tokyo. The more resources of an economy that one turns over to services that take hand craftsmanship, the less one can count on automatic advantages over foreign standards of living—unless, at the same time, productivity in manufacturing is geared up to an even greater superiority over foreign industry.

How far is this shift to a service economy, which tends to reintroduce a whole new layer of "handwork" services on top of the high standard of "manufactured living" that mechanised industry makes possible, appearing over here? Vestiges of it, certainly, from beauty clubs to launderettes, are already familiar. Spending on foreign travel, another appurtenance of American economy, is enjoying a remarkable boom in this country. In a sense, however, some aspects of this service economy seem to have been "telescoped" on to the later stages of our "consumer durable revolution"; although new forms of recreational spending like boating and water-ski-ing are already enjoying a wide vogue, many of the people who indulge in them live in homes still quite inadequately short, by American standards, of labour-saving equipment.

It is only in television and radio sets that one can talk of British homes being "saturated" with consumer equipment. Refrigerators are proving hard to sell at a time when the vast majority of homes still don't own one and, though washing machines are more widely owned, only a tiny proportion of British homes have a dish-washer.

It may well be that this development of British spending, in its turn, will turn over and follow the American pattern towards the service economy. But we have quite a way to move along it first; and the main economic effect over here of America's changing spending habits may be, for a time, opportunities for us to supply them with the upper middle-class goods and services that they are beginning to demand on a scale unprecedented in history.

The Cwm Rheidol dam, in the Welsh mountains, near Aberystwyth, stretches 700 ft. across the valley. It is part of the Rheidol Hydro-electric Project of the C.E.G.B. and has been nearly completed. Contractors are Taylor Woodrow Construction Ltd.

The Murray-Curvex machine for printing pottery. The pattern can be seen on the nose of the inverted bell-shaped printer and is about to be transferred to a scalloped plate

For ornamental pottery, such as this bowl, the pieces are cut out by hand before the first firing, while the clay is cheese-hard

The skilled hands of the earthenware "thrower" compress the clay as the wheel turns. **Below:** Before firing, the ware is placed (dusted and supported with alumina, a fine whitish powder) to prevent sagging

CERAMICS

By **S. H. JERRETT**

Director of the British Pottery Manufacturers' Federation

The use of clay for making eating vessels is comparatively new. It was not generally employed much before the mid-nineteenth century. Before this period plates and vessels were pewter or metal and yet in earlier days drinking cups were of horn. But functional and ornamental articles have been made from pottery for thousands of years under every civilisation through which man has passed. Some of the earliest are found in excavations of the Samarian period (5000 B.C.). This early pottery was heavy rough clay, crudely formed and completely porous. Later the art of glazing the outside to enable the vessel to contain liquids was discovered. Functional pottery was made wherever man settled from the clays immediately available. The tools were simple and the materials plentiful and perhaps it is no idle claim that clay is the material which vitally contributed to the evolution of the human home.

There is a distinct link between this historic craft and the British pottery industry as it exists today. There is no evidence to show that before the late sixteenth century more pottery was made in North Staffordshire than in any other area of the country; but after that period there was a marked and interesting growth of the craft in North Staffordshire, associated with artistic ability, which continued slowly but surely until the Industrial Revolution. It was the geological association of clay and coal which really established the British Pottery Industry in that area. Many will appreciate the degree to which art has been mixed with the sciences in the years since Josiah Wedgwood and Spode. To them much of the present technical origin of the modern industry is attributed. They conducted their early experiments with white clay as opposed to the heavy yellow-brown marls previously used.

Although, following the Industrial Revolution, pottery was made in places such as Yarmouth, Liverpool, Newcastle, and Chelsea, today some 90 per cent. of the production of British pottery comes from the "Potteries," the city of Stoke-on-Trent. Here is situated an industry which, until thirty years ago, depended entirely upon cheap coal and highly skilled craft labour and which drew plentiful supplies of each from the Six Towns which became, by an act of federation in 1910, the City of Stoke-on-Trent.

To speak of the Pottery Industry as though it was in every sense a single industry is to give a false impression; pottery to most people is identified by ornaments or tableware, which they also call—generically—"china." In fact, the industry is more accurately divided into four sections, each using clay but producing quite different end-products. Wash-basins, water-closets, cisterns; ceramic wall and floor tiles in their variety of colours and textures; the sometimes frighteningly large insulators which help to distribute our electricity and,

Porcelain models of Walt Disney dogs are fed into a glazing machine

by contrast, the almost minute ceramic components of electronic devices. All are the products of an industry which, to the economy of Great Britain, is worth about £20,000,000 per year in net currency earning and in total annual product value about £46,000,000.

Because the industry has grown from the artistic efforts of individuals and evolved through collections of cottage-type factories, it is not surprising to find that the majority of the companies are still family businesses, some naturally of older foundation than others. Economics and taxation are forming these family businesses into groups which, though not comparable in size to the giants of British industrial combines, are far bigger and more comprehensive than anything hitherto seen in the industry and, thereby, more efficient and competitive.

There are surprisingly few examples of new pottery factories being established post-war. The industry has been modernised from within since the war, during which about 100 firms were concentrated or employed on war work. This modernisation was skilfully conducted —whole process departments were rebuilt around themselves without the loss of a day's production; buildings were extended upwards and excavated downwards to accommodate the 400 or more new smokeless and continuous firing kilns which have replaced the picturesque but wasteful " bottle " type or beehive kilns and ovens which has featured on the skyline of this North Staffordshire industrial bye-lane for generations.

Two-thirds of the labour force of 67,000 operatives are women. Not all the delicacy and skill is the prerogative of women. All the operatives, men and women, have some " sense " which, in the industry, is sometimes described as " clay in the fingers," providing them with a judgment which it has not yet been possible to match mechanically. This is not to say that a high degree of mechanisation has not been achieved. Mechanisation in part of making (forming) processes and some decorating processes, allied to adoption in all sections of modern factory control methods, has increased output and helped to keep costs at a competitive level. More than ever before, the production of modern pottery is a combination of scientific knowledge and engineering techniques, with artistic values. Physics, chemistry, metallurgy, work study, cost control and industrial design, bond an ancient craft to a modern industry.

A difficult problem faces the industry today. It needs the mass-production approach to factory lay-out to achieve economic output yet it must be careful not to let these techniques degrade the quality of the product for which

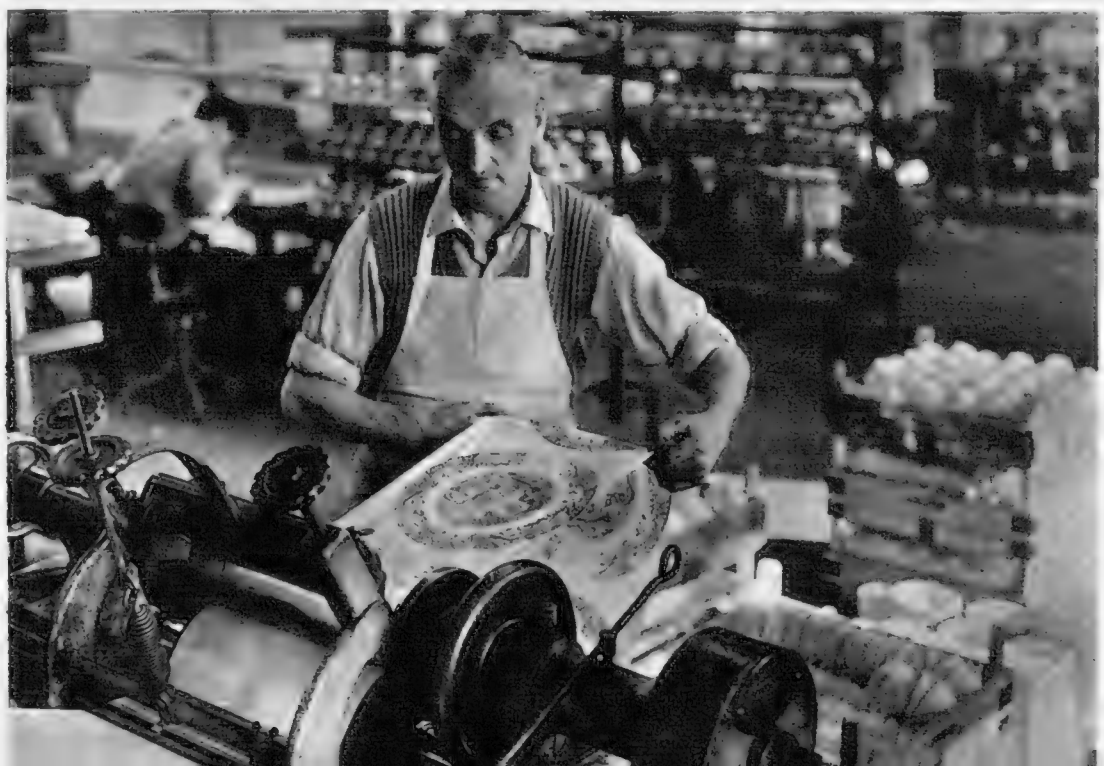
(*Continued on following pages*)

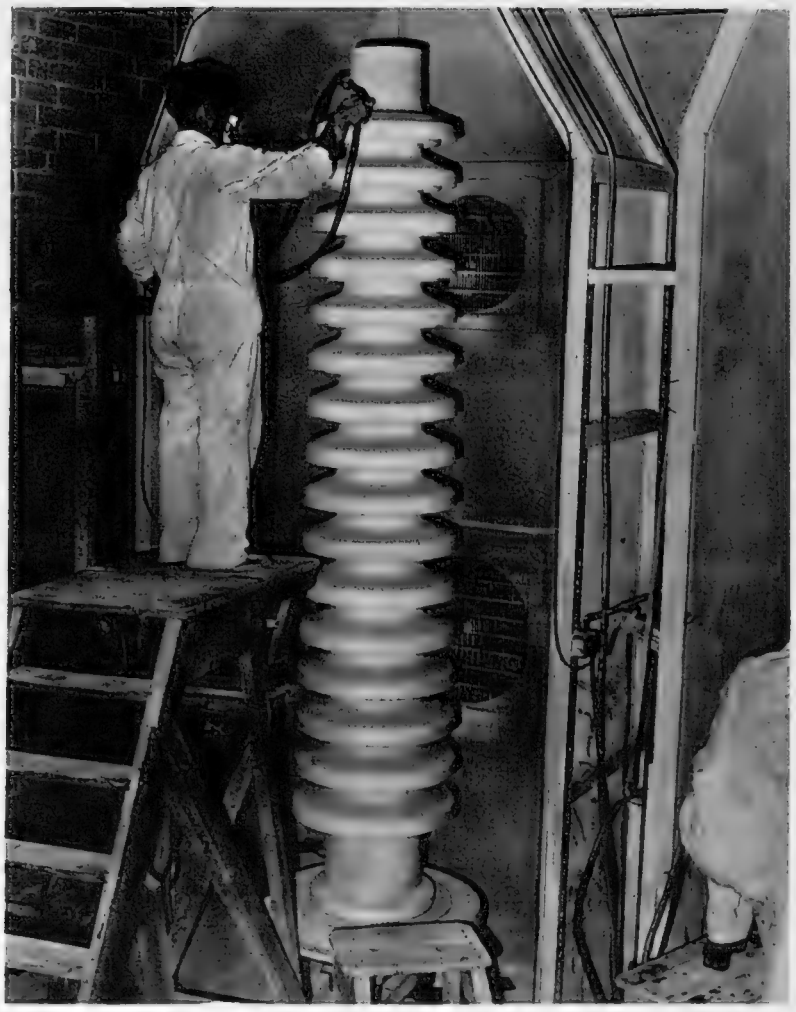
In the making of earthenware cups by hand, a mould shapes the outside and a profile the inside. Other operators scallop rims, check correctness of shape and fix handles

Engraving a pattern on a copperplate which will be transferred to the ware on a tissue-like paper

Many printed patterns are coloured by hand after the basic design has been applied by transfer printing

An earthenware printer " teases " a transfer sheet away from an inked copperplate engraving of the celebrated Blue Italian pattern which has been a popular favourite since the early nineteenth century





The hot pressing process of high tension porcelain. **Centre:** An operator spray-glazes a large high tension porcelain electrical insulator. **Right:** Pieces of high tension porcelain ar

CERAMICS

(*Continued from previous page*)

it has had an outstanding reputation since the mid-nineteenth century. It is towards the solution of this problem as much as towards the development of the product, that the British Ceramic Research Association applies its staff of 200 scientists. This body like its associates within the jurisdiction of the Department of Scientific and Industrial Research has contributed much to the increasing betterment of British pottery as a material.

Its work on glazes and colours has almost eliminated the faults of crazing (fine hair cracks on the glass surface of glazed ceramic products) in tableware, sanitary ware and tiles; it has provided the means for increasing the strength of the "body" of tableware so that it is infinitely more resistant to the normal household treatment of cracks and bangs. These developments, coupled with the engineering developments they have produced, support the need for constant research into the production methods and behaviour of the product.

Commercially the markets for British pottery are bigger than ever. Rising standards of living throughout the Free World provide demand for sanitation, decoration and tableware in the home. The provision of power and the development of industry are a challenge to the suppliers of the technical ceramic products.

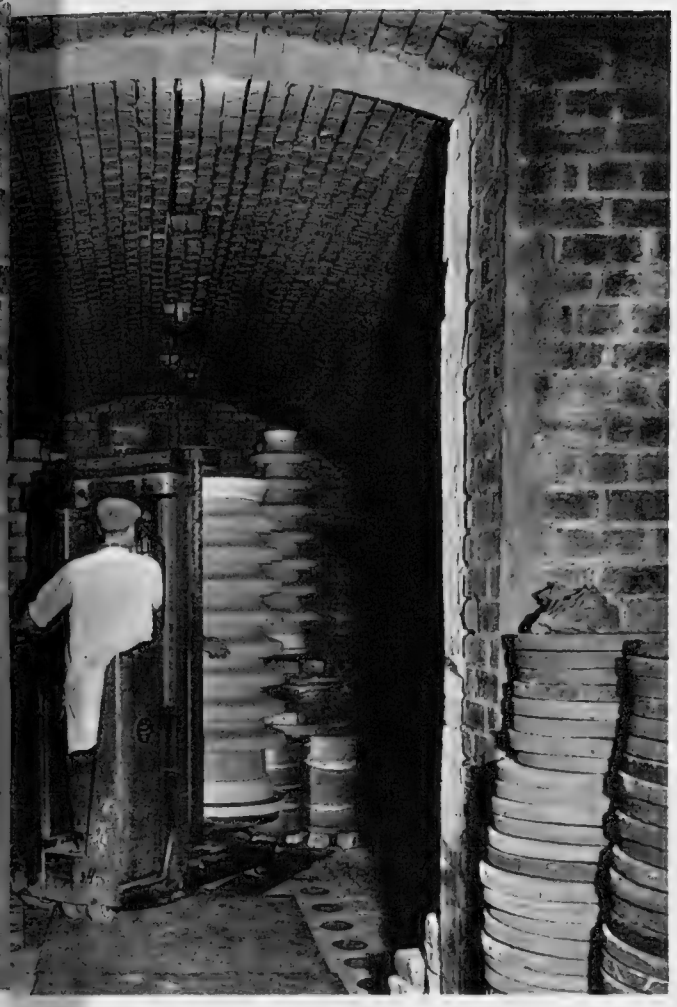
These have to be met in face of competition of all types; financial controls, hidden subsidies, design, delivery and price, import licences and even prohibitions are some of the obstacles faced by manufacturers. In varying amounts, from a few pounds per year to millions, the industry sells to 140 markets throughout the world. To obtain orders against these demands the directors and senior executives of firms in the industry travel several millions of miles per year by land, sea and air. Nearly 50 per cent. of the industry's sales are made in export markets.

The contentious subject of design, the plaything of almost every critic, is of vital importance. The industry possesses perhaps a larger proportion of industrial designers than any other of comparable size or variety of product. They are young men and women whose creative ability is second to none.

Born from roots deep in the past it would be reasonable to assume that the industry is more concerned with its past than its future. It is true that many quaint sayings, plenty of "real characters" and a contented parochialism, may be heard, seen, and felt, in the Potteries today as they have been for generations. But these are only part of the people who *are* the Pottery Industry and who rely upon individualism of a rugged and persevering type to master the inconstant, assorted clays and other minerals and chemicals which today replace the biblical clay. Some, whose knowledge of the economics of industrial location is more theoretical than real, may ask why the industry should not progressively move nearer, if not alongside, the source of the bulk of its raw material in Cornwall. They may not consider the full value of coal and its derived fuels to the process of pottery production, nor may they appreciate the labour market ready in Stoke to take up any of the skills needed.

Whereas in the days of Moses it was considered impossible to make bricks without straw, our future pottery may be ceramics without clay. Scientists working in a world of extreme high temperature operation are seeking materials which in themselves are inert and immovable, that do not expand or contract when subject to phenomenal changes in temperature. They are turning back to that broad band of ancient materials from which modern sciences are developing entirely new and adventurous materials. Whatever lies ahead in the normal course of business competition, the British Pottery Industry is prepared to meet it squarely and in the knowledge that its products are the best in the world.

A potter pours slip (prepared clay in liquid form) into a plaster of Paris mould. **Below:** Before firing, a lavatory bowl is sprayed all over with a coat of combined colour and glaze in a specially-designed booth



to a gas-fired chamber kiln for firing

Ceramic tiles are still hand-painted, in spite of the industry's advance in mechanised production methods

Ceramic tiles are stamped out. **Centre:** The instrument panel of a ceramic tile kiln. **Right:** Building up a ceramic tile mosaic

Preparing the slip for ceramic tiles

The tile library of the London showrooms of two leading manufacturers of the British Pottery Industry contains a range of over 300 ceramic tiles

An unusual application of ceramic tiles on the exterior of a covered way at Stanlow Refinery, near Ellesmere Port, in Cheshire

INDUSTRY AND THE STOCK MARKET

1962 PROSPECT

By "THE SPHERE" CITY CORRESPONDENT

Many City commentators believe that forecasts have become the fashion at the turn of the year, only because no one would have the audacity to make them at any other time. This year, the pay and dividend pause, Britain's possible entry into the Common Market and export trade uncertainties have all combined to make people more reluctant than ever to forecast stock markets' prospects during 1962.

Starting point for any forecast must be the general economic outlook. Here, the City view is that next April's Budget will contain little relief for taxpayers and that the pay—dividend pause will continue at least until next spring, when some detailed long-term income policy may become clear. Though this country will have to repay more short-term international loans during 1962, Britain's exports should benefit from increased economic activity in North America. The major imponderable remains imports: if these can be held down, the foreign trade prospect seems encouraging. If they show any marked rise, a relaxation of restrictions must be reckoned less likely.

Most general view is that economic conditions will start to improve slowly from the summer and autumn onwards. At home, a general election is reckoned unlikely—this would create uncertainty for the City—though two other short-term problems confront stock markets. One is the precise effect of the capital gains taxes that have been promised by the Chancellor. The second is the flow of company news in the early part of 1962, which can hardly be encouraging. On top of all this, the City will be watching the progress of the Common Market talks.

On this basis, an upturn in stock market prices would seem likely between the spring and summer of 1962, gathering strength in the autumn—provided always that general economic indicators remain favourable. On this reasoning, share prices as a whole may start to move upwards during the latter part of 1962. Shares that are general indicators of market trends, such as Imperial Chemical Industries, should benefit. But investors would probably do best with store shares and with makers of " soft " consumer goods.

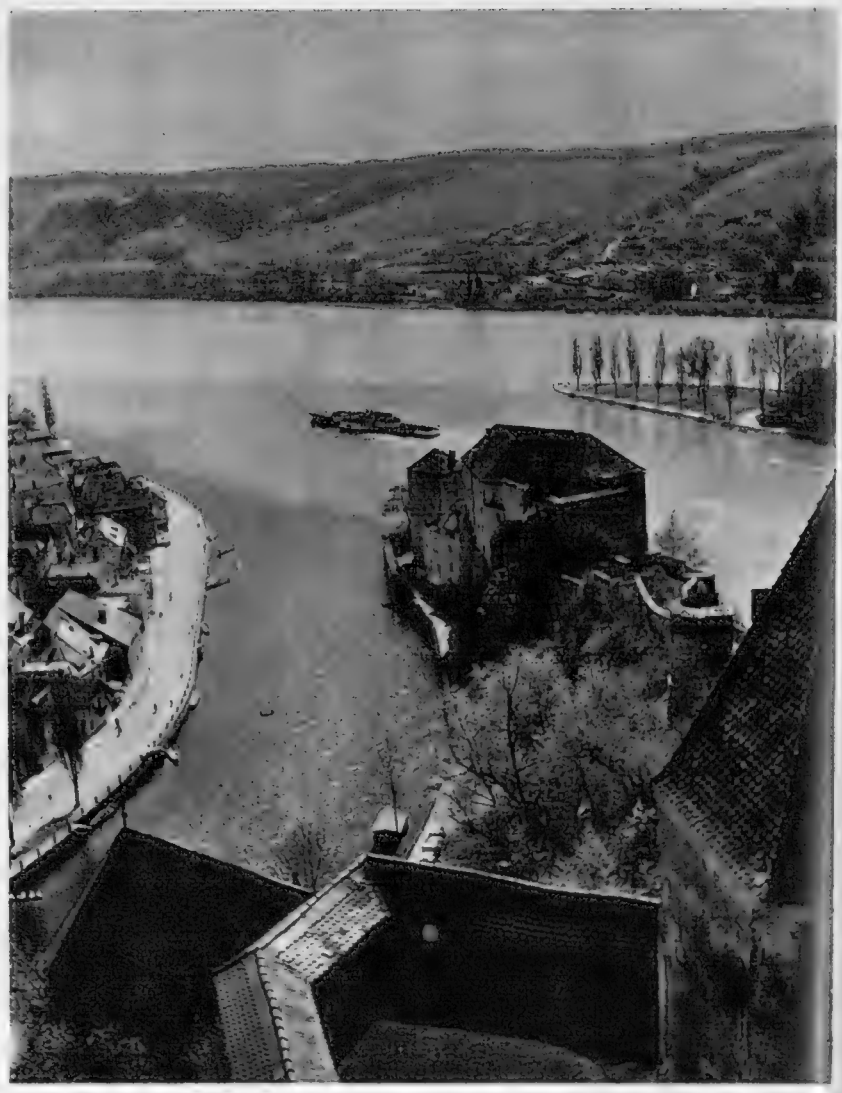
General factors apart, what shares should gain this year? Selecting a portfolio of this sort involves three types of share. One is where the management is well above average quality. A second is where there are strong prospects of recovery, after a recent setback. The third type is where the share price reflects a " special situation "—City jargon for the position where a company's assets and earning capacity have not been fully reflected in the share price.

Backing management has proved one of investors' best guides in recent years, and should do so again in 1962. Among larger companies, Beecham is an outstanding example of high quality management. Possibly greater prospects for share price expansion can be found among medium-sized concerns, although the risks are somewhat greater. Pasolds, makers of children's clothing, has established a formidable reputation in its relatively short career as a public company.

Buying shares for recovery, another prospect for 1962, is a more exciting but often more hazardous pastime. The logic is to buy the shares in a company whose fundamental position is sound, but where the share price has been temporarily depressed by some adverse short-term development. Possible candidates here are some of the bigger hire-purchase finance groups whose bad debt experience seems to have been unusually severe—say Bowmaker or Mercantile Credit. One other group in this category is motor-car dealers, whose earnings have been hit by hire-purchase restrictions and the July measures of 1961. For investors who are prepared to look even farther ahead, shipping and oil tanker equities could offer attractive recovery prospects, over perhaps the next three to five years.

The third group of shares to choose for 1962—the " special situations "—are without doubt even more appealing. When a company's assets are fully deployed, or when a bid is made, then the benefit for shareholders can be considerable. Companies with " hidden " assets include, for example, Bristol Aeroplane, which has large shareholdings in the British Aircraft Corporation and Westland Aircraft, apart from its own business. Another is Howard and Wyndham, the Scottish theatre concern, which has share interests in the Thomson group and Associated Television. A third is the Greeff chemicals company, which has a 9 per cent. share stake in the giant British Titan group, apart from its own trade.

But take-overs have provided investors with many of their most startling gains in recent years, such as Ford and British Aluminium. The key question is what companies will feature in bids during 1962? Without much doubt, several of them will be breweries. Hull Brewery has featured in a number of take-over reports, as have Bents in Liverpool. Whitbread and Company may decide to take over more of its associates—as they did in the case of Tennant's Brewery. These associates include Tollemache of London and Strong and Company. Outside brewing, mergers are also reckoned likely in paint, shipbuilding and probably in the domestic appliance industry. To choose specific shares as 1962 bid candidates is difficult, and it is even more difficult to choose those where the bid terms will improve on the stock market price.



The Rivers Ilz, Inn and Danube meet at Passau, in Germany

The Calle Vidor, in Seville, Spain. **Right:** A decorative well-head in the grounds of the French Château de Chaumont-sur-Loire

At Positano, in Southern Italy, houses cling to the cliffs

Two bathers, a dog, sand, sea and palm trees make an idyllic scene at the evocatively named Golden Sand on Penang Island, northern Malaya

ANNUAL TRAVEL SECTION

THE WORLD YOUR OYSTER

By **GORDON COOPER**

Nineteen sixty-two promises to be a record year for holiday travel, especially abroad. It seems clear, too, that many people wish to experiment and journey farther afield, as well as to the lesser-known resorts closer to home. Air travel contributes much to the opening up of new tourist areas, so that remote oases in Southern Morocco, Jordan, Israel, Bermuda and even farther away all rank as possibilities. Holidays in the United States, Canada and Mexico are also being catered for.

Lazing on a beach under a hot sun is, perhaps, the most important lure for a Briton taking his holiday abroad, but sightseeing must come a close second. Travel agents are showing an increasing interest in arranging package tours to almost every corner of Europe.

A new development in travel is the Air Cruise. This means travelling in a specially-chartered aircraft usually to a variety of places, many of which are so distant or difficult of access that they could not easily be reached in the short period of the average holiday. Special-interest holidays are also being developed considerably, and I write on a later page about the various opportunities.

Holidays afloat continue to be popular, with an increase in organised cruises. There are opportunities for freighter travel, although in this instance it does not do to be tied down too much to a fixed timetable. Cargo ships rarely run on a schedule.

Taking your own car abroad is a favourite form of holiday, especially for families; and camping sites are now to be found in most parts of Europe. A list of camping sites in any country can be obtained from the appropriate national tourist information office in London, as well as from the motoring organisations.

If you have to go abroad in July and August—the High Season peak period—there can be the problem of securing suitable accommodation unless you book well ahead. At the same time those persons, such as motorists and cyclists, who do not wish to stick to a fixed schedule, will find that the local tourist offices can be most helpful, even though you may find yourself, as I have on occasion, given a bath as a substitute bed. Both June and September are becoming increasingly popular holiday months, and although organised entertainments and excursions at the various resorts are not as plentiful as during the High Season, the weather is often better.

Fruit is usually cheap abroad, although in certain countries it should be washed first before eating. Otherwise you may possibly get " tummy " trouble. But various reasons are given for this complaint, just as there are various cures, usually of the sulpha kind. Care should be taken in this matter, for what may suit one person is harmful to another. Perhaps the best advice I can give is to consult a doctor *before you leave* home and get him to prescribe. Doctors abroad charge reasonably in most cases but their prescriptions for drugs can cost you a pretty penny; and I speak from personal experience. At the same time, be sure to take out a sickness policy in advance.

Again, on the principle of not doing as I do, but doing what I tell you, carry your funds in the form of travellers' cheques. Last autumn I had my money in notes only, and my wallet was picked in Austria, of all countries. Fortunately, I was able to get some assistance from the British Consul in Rome, who cashed a cheque for me. I cannot speak too highly about our consular service, who also got me released from " open arrest " in Athens recently on a charge of not paying government taxes in Salonika way back in 1953 . . . It turned out that it referred to someone of the same name. In fact, the kind of mishaps into which even an experienced traveller can run are legion.

Lastly, here are a few useful tips:

1. Carry ear-plugs—useful if you have a noisy room, which can often happen. It is as well, however, when booking accommodation to specify a quiet room.
2. A fan (even for a man), tea-bags (to spike weak tea), a thermos which will keep cold drinks cold as well as hot beverages warm, toilet paper, and a pair of slippers for comfort in air, train or bus travel are all practical recommendations.
3. Be prepared for the poor state of lavatories in some foreign countries. They are often not up to British standards.
4. If you have any complaint about an hotel or restaurant, see the local tourist office on the matter, producing if necessary your bill. It's no use just grousing.

TRAVEL II & III

CHOOSING A TRAVEL AGENT

The importance of dealing with a reliable travel agent hardly needs stressing. The public, too, is becoming more aware of travel values; and that the lowest price is not necessarily the best bargain. A good travel agent is always on his toes to deal fairly with his clients—their repeat orders are the most propitious advertisement for his business. I give here a brief list of those firms which have impressed me with their conscientiousness as well as the attractiveness of their tours. I would be glad to be informed of any complaint.

Cooks (45 Berkeley Street, London, W.1). As usual, this company's programme covers almost every place you can think of from the U.S.A. to the U.S.S.R. Of their hundreds of suggestions in Europe, three places that appeal to me are Sesimbra, south of Lisbon; Sarnen, a little resort on a lake near Lucerne; and Santa Margherita di Pula south of Cagliari on the coast of Sardinia. Mention should be made of Cooks' excellent Autotravel Service.

Horizon Holidays Ltd. (17 Hanover Street, London, W.1). This company's excellent range of air tours to Portugal, France and many points on the Mediterranean coast caters particularly for those who seek new holiday pastures, but do not wish to be too highly organised. A new destination this year is the delightful Greek island of Corfu, where a fortnight's holiday with charter air travel to Brindisi (thence by boat) is from 89 to 95 guineas, according to season.

F. and W. Ingham Ltd. (26 Old Bond Street, W.1). For Austrian travel, this firm is unexcelled. They also run charter air services to Italian seaside resorts. There are tours for flower-lovers to Lech and Arosa. But what impresses me about Ingham's is their attention to the small but important details of a holiday, such as their arrangements for meals and couchettes on trains, and their inclusion of certain insurances. I would say that if you are at all vague about a holiday, read through the brochure of this dependable firm.

Flags flutter from the rigging of fishing boats tied up in the harbour at Rhodes

St. Paul's Cathedral in Citta Vecchia, on Malta.
Below: Cruising in the Sognefjord in Norway

Wings Ltd. (48 Park Road, Baker Street, London, N.W.1). Specialists in tours by air of a particularly high standard, this company's 1962 programme includes holidays to Italy, Spain, Greece, Norway, Austria, the Canaries, Tunisia and the Middle East. A fortnight's holiday in Tunisia, for example, with an extremely well-planned coach itinerary covering most of the country, costs 80 guineas. Their Middle East tour in the spring is highly recommended.

Erna Low Travel Service (47 Old Brompton Road, London, S.W.7). Specialists in house parties and arrangements for families, teenagers and children, this company also offer an interesting range of island holidays. These include Ponza (reached from Anzio on the Italian coast); Vulcano (Liparis); Formentera (Balearics); and Ustica off the coast of Sicily. Some unusual places are included in their holiday suggestions, such as the Frisian Islands, Elba, and the island of Hvar in Yugoslavia.

Fourways Travel (Fourways House, 104 New Bond Street, London, W.1). This company offer a variety of holidays by coach, air and rail. Among their centres, I note Ericeira (Portugal), Wolfenschiessen (Engelberg Valley), Merano and Lake Balaton (Hungary).

W.T.A. (Galleon Holidays)—Gillingham Street, London, S.W.1. As usual, all Europe, as well as more distant places, is at your disposal in this company's 1962 programme. An attractive suggestion is the holiday village "Riva del Sole" on the Italian coast, where accommodation is in ultra modern flats each taking four people. Two other selections are a twenty-three day coach tour to Turkey, via Germany, Yugoslavia, Bulgaria and Austria, and a ten-day coach tour of Czechoslovakia. This firm also offer inclusive holidays in Britain and Ireland, including pleasant house-parties, often in historic mansions.

Milbanke Tours (Flair Holidays)—164 Piccadilly, London, W.1. Among the many tours in Europe offered by this company is an unusual one to Iceland, covering both the north and south of the country. I like their holiday arrangements for Lake Bled in Yugoslavia, which can be combined with Opatija on the coast for a two-in-one holiday. Outside Europe, other tours take you to the Middle East, Russia or the U.S.A.

Lunn's (36 Edgware Road, London, W.2). This company's King-Flight, King-Coach and King-Train holidays cover every part of Europe. Of their many suggestions, I like their eleven-day coach tour to Sardinia. I also note that they offer holiday arrangements at Ulcinj, Budva (my favourite resort on the Dalmatian coast), Milocer and Sveti Stefan, all in Yugoslavia; at Glyphada, near Athens, and at Cap-Coz, near Beg-Meil in Brittany.

Leroy Tours (Europa House, Tunbridge Wells, Kent). This company specialises in coach tours, with connections by boat or air, and "stay put" holidays in Austria, Italy, Switzerland and Spain. Other suggestions include a sixteen-day Sun Cruise, starting from Venice and calling at Greek ports and islands and Turkey, with air travel London—Pisa.

Contours (72 Newman Street, London, W.1). Holiday arrangements to Russia and eastern Europe are among this company's specialities. Other arrangements are to France and Corsica

the Mediterranean, and cruises to the Black Sea. A special fifteen-day cruise by the *Baltika* to Russia, via Finland, this spring, affords an opportunity to witness May Day celebrations in Moscow, and the cost seems remarkably low.

Friendship Tours (72 High Street, Teddington, Middlesex). Holland provides the main feature of this company's 1962 programme, which includes an eight-day tour to the bulb fields for 33 guineas. Other all-in holidays are offered to Germany, Yugoslavia, Austria and Greece.

Travel Counsellors (139 Kensington High Street, London, W.8). This company is the British agent for those excellent holiday villages run by the Club Méditerranée of Paris. Their 1962 programme will include most of the well-established favourites in some of the most romantic spots on the Mediterranean—among them, Corfu, Capri, Caprera (Corsica) and Cefalu (Sicily). I understand there will probably be a new holiday village in Spain, too, this year.

Bergen Line (21-24 Cockspur Street, London, S.W.1) and **Fred Olsen Line** (33-34 Bury Street, London, E.C.3). Tours arranged by these two Norwegian shipping companies have made their reputation for high standard and good value. In addition to their wide range of summer holidays in Norway, mention should be made of their coastal cruises and spring and autumn tours. Both are particularly lovely seasons in Scandinavia.

Scotia Transport Ltd. (54 Bothwell Street, Glasgow, C.2). Just to read this firm's brochure brings back to me a flood of memories. Available are inclusive tours to that land of grandeur—the Highlands. The Border Country and the islands of Scotland are not forgotten. There are eight-day holidays on Iona and Mull; and a "Ten Lochs" tour, Deeside, Skye, John O' Groats, the Shetlands, and the Firth of Clyde. Incidentally, Scotia Tours get my premier commendation for the excellence of their booklet, which provides enticing pictures in colour and small sketch maps for each tour.

A narrow road winds upwards at Corvara dominated by the jagged peaks of the Italian Alps

Dining under the palm trees in Las Palmas in the Canary Islands

Swans Tours (261 Tottenham Court Road, W.1). The Americas and Central and Eastern Europe (including Rumania and Bulgaria).

Robson Transllloyd Ltd. (52 Mortimer Street, W.1). Holidays in Czechoslovakia.

H. Clarkson Ltd. (14 Walbrook, E.C.4). For Short Duration Air Tours, including Holland in Tulip Time and the Rhine Valley at Wine Vintage Time.

Progressive Tours (100a Rochester Row, S.W.1). Specialists in travel to the Iron Curtain countries, including East Germany; also group travel to Albania and China.

Fregata Travel (122 Wardour Street, W.1). Specialists in independent travel to Poland.

Wallace Arnold Tours Ltd. (59 Corn Exchange, Leeds, 1). Various holidays for the elderly (moderate prices) at British resorts.

R.A.C. Travel Service Ltd. (66 Haymarket, S.W.1). Various holidays abroad by special R.A.C. flights.

Grange Travel Service Ltd. (3 Pump Lane, Hayes, Middlesex). Continental tours for schools. Also home exchanges.

Exchange Travel (23 Royal Exchange, Threadneedle Street, E.C.3). An attractive general list of the "Top Twenty Holidays."

Oceanways (23 Haymarket, S.W.1). Specialists in Greek and Turkish travel, including a Greek coach tour and Greek Villa parties.

Swiss Travel Service (69 Ebury Street, S.W.1). They include Liechtenstein.

Whitehall Travel (2 Park Terrace, Worcester Park, Surrey). The whole of this firm's well-selected programme of inclusive holidays will be operated with Viscount pressurised aircraft. Note also a touring holiday in Andalusia.

French Travel Service Ltd. (48 Brook Street, W.1). This organisation has Holiday Villages at St. Aygulf (French Riviera) and at Marina Viva (Corsica), also a camp at Le Dramont (near St. Raphael). Inclusive tours are moderately priced.

TRAVEL IV

FAR AWAY

A Comet 4C jet airliner of Middle East Airlines flies in over Beirut

If you are seeking something different in holidays, jet flight is the answer. While certain countries, such as India, Uganda and the West Indies are likely to be rather hot, remember that south of the Equator it is winter during our summer; and a sub-tropical winter can be delightful, with constant sun-drenched days, no rain, and often fresh, crisp nights. This brings Australia, New Zealand, Southern Africa and South America into the picture. B.O.A.C. offer in many cases inclusive holidays to these distant spots.

In the Northern Hemisphere, there are opportunities for visiting Canada, Mexico and the U.S.A., either by jet or on one of the *Queens*. Cooks, for instance, offer some attractive escorted tours, as well as suggestions for individual travel. For the adventurous, I recommend buying a season ticket by Greyhound coaches which allows you unlimited travel in the U.S.A. Further details from Greyhound Coach Lines, 33, Regent St., W.1. Cunard, by the way, offer a special Atlantic Holiday Tour (8 days in the U.S.A.) from £160 tourist class.

Bermuda is a delightful spot in summer—a land where it 's spring the whole year round. The bathing is superb, and there are good opportunities for sailing, golfing, fishing and tennis. You can also indulge in that most Bermudian of relaxations, cycling. The surrounding countryside is idyllic and there are places of historic appeal. Best of all is the friendly, cheerful outlook of the inhabitants. There are many good hotels and guest-houses. Specially recommended are the Cambridge Beaches and Sherwood Manor (with facilities for motor water-ski-ing). You can make the journey to this old British colony in a few hours and most comfortably flying by either B.O.A.C. or Cunard-Eagle. Economy class fares are in operation. For your travel arrangements, I suggest West Indies Tourism and Promotion Ltd. (Manchester Square, W.1); Swans Tours (260, Tottenham Court Road, W.1) also issue a useful brochure on holidays in the West Indies and Bermuda; and Tropicair Holidays (Exchange Travel, Royal Exchange, E.C.3) cover the same part of the world, as well as other distant sun-spots.

If you seek warm sunshine and superb bathing beaches I can think of few better spots than the coast of Israel. Both Natanya and especially Herzlia (not far from Tel Aviv) are recommendations. I think you will be fully satisfied with either the Accadia Hotel or the Sharon Hotel at the last-named resort. A more unusual, but delightful spot is Ashkelon, with a magnificent beach and some interesting historic remains. The Dagon Hotel is pleasant.

Farther north there is Lebanon. Apart from the city of Beirut (good bathing), there are no other seaside resorts. It is pleasant, though, to stay in one or other of the mountain-side towns, east of the capital.

Elsewhere in these pages I have mentioned Lammin Tours excursions to Japan and Thailand. Adventure Tours also offer tours to various parts of the world. Enquire through your travel agent.

Canaries (easily reached by air) and Madeira are two other suggestions, and the adventurous may be interested in the overland routes to Australia, Africa, India and New Zealand by Penn Tours (Credenhill, Hereford) and Garrow-Fisher Tours (56, Wood St., Kingston-upon-Thames). But these do not run in mid-summer.

The view from the air of Long Beach, California, with its modern port facilities for Pacific liners and its sandy beaches for the inhabitants of Los Angeles

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TRAVEL V

CRUISES AND TOURS

Circular tours by plane are increasing in popularity. Wings Ltd. (48 Park Road, N.W.3) are pioneers in this connection. This year they offer Hellenic Air Cruises, and others to Libya and Egypt, to the Middle East and Holy Land (Jordan). From personal experience I can recommend their arrangements as first class. BOAC also offer inclusive tours all over the world. A fifteen-day Mediterranean Air Cruise visiting Tangier, Tripoli, Cairo, Jerusalem (Jordan), Beirut, Athens and Rome costs 260 guineas. Bookings must be made through a travel agent. V.I.P. Travel (59 Audley Street, W.1) offer for 490 guineas a 20,000-mile sightseeing tour, by air, of Japan and South-East Asia.

For those who like the pleasant relaxation of a holiday at sea, there are many opportunities. Heading the list are the P. & O.-Orient Lines, with twenty-eight cruises, using various ships, including the *Canberra*. Duration of each trip is from seven to twenty-three days, but the majority in mid-summer are for 14 days. The Royal Mail Lines are also busily engaged in cruises, with their ship the *Andes*. There are eight summer cruises, ranging in duration from 17 to 24 days. The Mediterranean is the main venue, but one cruise goes to the West Indies and another to northern waters.

Fairways and Swinford (18 St. George Street, W.1). Acting for the Society for Hellenic Travel, this firm offer cruises, accompanied by distinguished guest lecturers, on comfortable ships to classical sites in the Central and Eastern Mediterranean. There is a cruise in April, another in May, and a third in August. Fairways and Swinford also organise two Nile cruises later in the year.

Swans (260 Tottenham Court Road, W.1) offer six Hellenic cruises in co-operation with the Hellenic Travellers Club. Each is accompanied by five guest lecturers, and there are varied itineraries. The Black Sea, Rumania and Bulgaria are included in early September.

Royal Rotterdam Lloyd offer three cruises —in August and September—by M.S. *Willem Ruys* (23,000 tons) in Western Mediterranean waters, and on one voyage to Madeira and Tenerife. First and Tourist Class cabins are available, with prices from £68.

Hickie Borman (24 Charles II Street, S.W.1). Four cruises are offered by this firm, using Yugoslav ships, to ports in the Eastern Mediterranean, with an opportunity on one occasion to visit Cairo and Luxor and on another cruise to see Baalbek, Damascus and Jerusalem. The inclusive fares are from £70.

The *Meteor* (Bergen Line) carries only 145 passengers and will thus appeal to those who seek an intimate, friendly atmosphere. This comfortable ship is making eleven cruises. Those in the spring and autumn are to the Mediterranean and Ægean. In the summer, the cruises cover the Norwegian Fjords and Spitzbergen, and the six northern capitals.

Other cruises in Eastern Mediterranean waters include those offered by the Adriatica Line, the *Romantica* (Milbanke Travel Ltd., 164 Piccadilly, W.1); Hickie Borman (24 Charles II Street, S.W.1) in Yugoslav ships; Erna Low Travel Service, an Easter cruise to Greece and the Holy Land; Lunn's, and the Cie Française de Navigation (Challis and Benson, 133 New Bond Street, W.1).

For free-lance voyaging in the Ægean, I recommend Oceanways (23 Haymarket, S.W.1) who offer fifty suggestions for cruises and tours. Especially attractive is their Easter Connoisseurs Cruise, embracing much of Greece and Turkey, including Mount Athos, Pergamum, Ephesus and Antalya (for the Turkish Riviera). The departure date is April 19 (from Venice).

Other cruise suggestions are by the *Aurelia*, with a ten-day spring cruise to Madeira, Lisbon and Vigo. The *Stella Polaris* (Clipper Line) has six cruises, five to northern waters, and the final one to the Mediterranean. Drakeford's (60 Haymarket, S.W.1) are the agents. They also offer two 14-day Mediterranean cruises by the *Oranje* (Nederland Line). Then there are two autumn cruises to the Mediterranean by Union-Castle's *Braemar Castle*. For short voyages there are several opportunities by liners to Continental ports. For instance, you can travel to France (or to Holland, Ireland, Belgium or Germany) by ocean liner, including the " Queens." Dutch shipping lines have a booklet giving details of crossings between Southampton and Plymouth to Dutch ports. Fares often are most reasonable; and for further particulars apply to Ocean Travel Development, Nuffield House, Piccadilly, W.1.

A special recommendation is by the *Arkadia* (Greek Line) which provides a four-day round-trip from Tilbury with accommodation in either Amsterdam or Bremen. Make a note, too, of four short cruises by the *Duke of Lancaster* (British Railways, Midland Region), and the weekend cruises by the *Falaise* (British Railways, Southern Region) to French Channel ports. The National Trust for Scotland arranges three cruises—Scottish, Gardens, and Islands. Erna Low can make bookings.

Parents will be interested in the cruises to be made by the British India Line *Dunera*, for it provides a cruising class-room and gives a lesson in enterprise to youngsters. On these cruises there are unprecedented opportunities for young people to learn independence and interdependence. Details can be obtained from B.I. Company Ltd., 1 Aldgate, E.C.3.

For those who seek holidays on freighters, I can best advise them to write to specialist firms, such as Informal Travels (45 Queensway, W.2) or Exchange Travel Agency Ltd. (23 Royal Exchange, Threadneedle Street, E.C.3)

Inland water cruises appeal to many people. In this connection first-class yacht holidays on the Continent are offered by Yacht Holidays Ltd. (85 Buckingham Palace Road, S.W.1), European Yacht Cruises (36 Edgware Road, W.2), and Cornelders (Baltic House, Leadenhall Street, E.C.3). For those who seek home waters, there is Blake's (47 Albemarle Street, W.1) who specialise in the Norfolk Broads. Those who like to " mess about " with boats on their own are recommended Yacht Bureau Ltd. (9 High Road, N.2), and World Holidays Afloat Ltd. (Baltic House, Leadenhall Street, E.C.3).

Despite the current trend for air travel, many of us are happy to journey by train. An excellent circular tour by the Trans-Europe Express network will take you round a most interesting itinerary in perfect comfort for £38. This allows stop-overs at Rotterdam, Zurich, Lugano, Milan and Paris. For other suggestions of circular train trips, I recommend Cooks. In Italy there are train-cruises offered by C.I.T. (10 Charles II Street, S.W.1).

Lastly, I come to coach tours, whose numbers today are legion. I would give a word of advice: in selecting a tour make sure that it is not too hurried, and that days " off " are included in the itinerary. Another important factor in the success of such a holiday lies in the courier, for he must be guide and friend and able to smooth out difficulties.

Horizon Holidays (17 Hanover Street, W.1) offer a Connoisseur Tour of Italy, and tours to Nice-Florence-Venice, Sicily and the Neapolitan Riviera, to the French Pyrenees and the Costa Brava.

Blue Cars (224 Shaftesbury Avenue, W.C.2). This is one of the leading firms for motor-coach holidays, covering many parts of Europe. They also offer Private Villa Holidays.

Wings (48 Park Road, N.W.1) with coach tours to Portugal, Central Italy, Southern Spain, Sicily and Greece are recommended.

Fourways Travel (104 New Bond Street, W.1). This firm offer high-class coach-tours. I note their European Highlight Tour (27 days for 189 guineas), the Viking Tour (21 days, 155 guineas) and a tour to Russia and Poland (14 days, 59 guineas).

Lammin Tours (67 Blenheim Terrace, N.W.8). A specialist firm offering many high-class coach-tours. They include a spring visit to Japan, an autumn tour, embracing Hong Kong and Bangkok (for Angkor) and a visit to Greek Macedonia, and to the Middle East (with Petra and Syria).

Flat out in a wheelbarrow race on board the Royal Mail Lines' *Andes* cruising in the Mediterranean

SPECIALISED HOLIDAYS

There is a trend nowadays for holidaymakers to engage in special interests, whether sporting or cultural. The scope is wide, ranging from dawdling along in a horse-drawn caravan in western Ireland to gold-mining in Australia.

Galleon Holidays (Gillingham Street, S.W.1). Formerly the W.T.A., this old-established travel firm has pioneered many special interest holidays and can thus claim to possess considerable experience. For 1962, they offer horse riding and trekking holidays, a horse-drawn caravan cruise in South-West Ireland, sketching holidays (at home and abroad) and coarse fish angling in Ireland.

Special Interest Holidays (140 Eastcote Road, Pinner, Middlesex). As the name implies, this firm covers every branch of sporting and cultural holidays. There is a holiday for would-be film producers, and others for those who enjoy riding and trekking, water ski-ing, canoeing, sailing, horse-drawn canal cruises, and flower-lovers' holidays.

Robson Transllloyd (52 Mortimer Street, W.1). This is the firm that offers a gold mining holiday in Australia; also fishing holidays and study tours (for Hoteliers, for Dairy Farmers, and for China Retailers).

Horizon Holidays (17 Hanover Street, W.1) offers painting holidays on Minorca and elsewhere; also opportunities for bird-watching at their delightful centre in Estartit (Costa Brava) —an enchanting place for a holiday, with sailing and flamenco dancing included.

Ramblers Association Services (48 Park Road, N.W.1). This organisation is most enterprising in arranging interesting and unusual open-air holidays. A study of their brochure indicates the range of opportunities. Among them are a trek through unknown Iceland, sleeping in camps and shepherds' huts; a tour of the railways of Switzerland; a sketching holiday in Monterosso (off the beaten track on the Italian Riviera); cruising among the islands off the Yugoslav coast in a fishing boat; and an Alpine Flower holiday at Corvara in the Dolomites.

Erna Low Travel Service (47 Old Brompton Road, S.W.7). There is no more energetic travel organisation than Erna Low with its wide scope of holidays. In the specialist section they offer Alpine Flower holidays in Switzerland, Austria and Italy; painting holidays in that fascinating medieval town of Rothenburg (Bavaria), at Positano (near Naples), on the Costa Brava, at Verbier (Valais), and elsewhere; archæological tours to the Dordogne and Greece; language holidays (including one for teenagers); a Swiss Gourmet trip; and a Wine Tasting holiday in Portugal.

World Sport and Travel (198 Sloane Street, S.W.1). A recommended travel firm for open-air holidays, including riding and pony trekking, sailing, fishing and water sports.

Harold Ingham Ltd. (15 St. John's Wood Road, Harrow, Middlesex). Specialists in pilgrimage and educational tours. They organise musicians' parties for festivals and language holidays.

Fairways and Swinford (18 St. George Street, W.1) organise a Botanical tour in Switzerland during June and tours to Israel, as well as the Hellenic cruises, mentioned elsewhere.

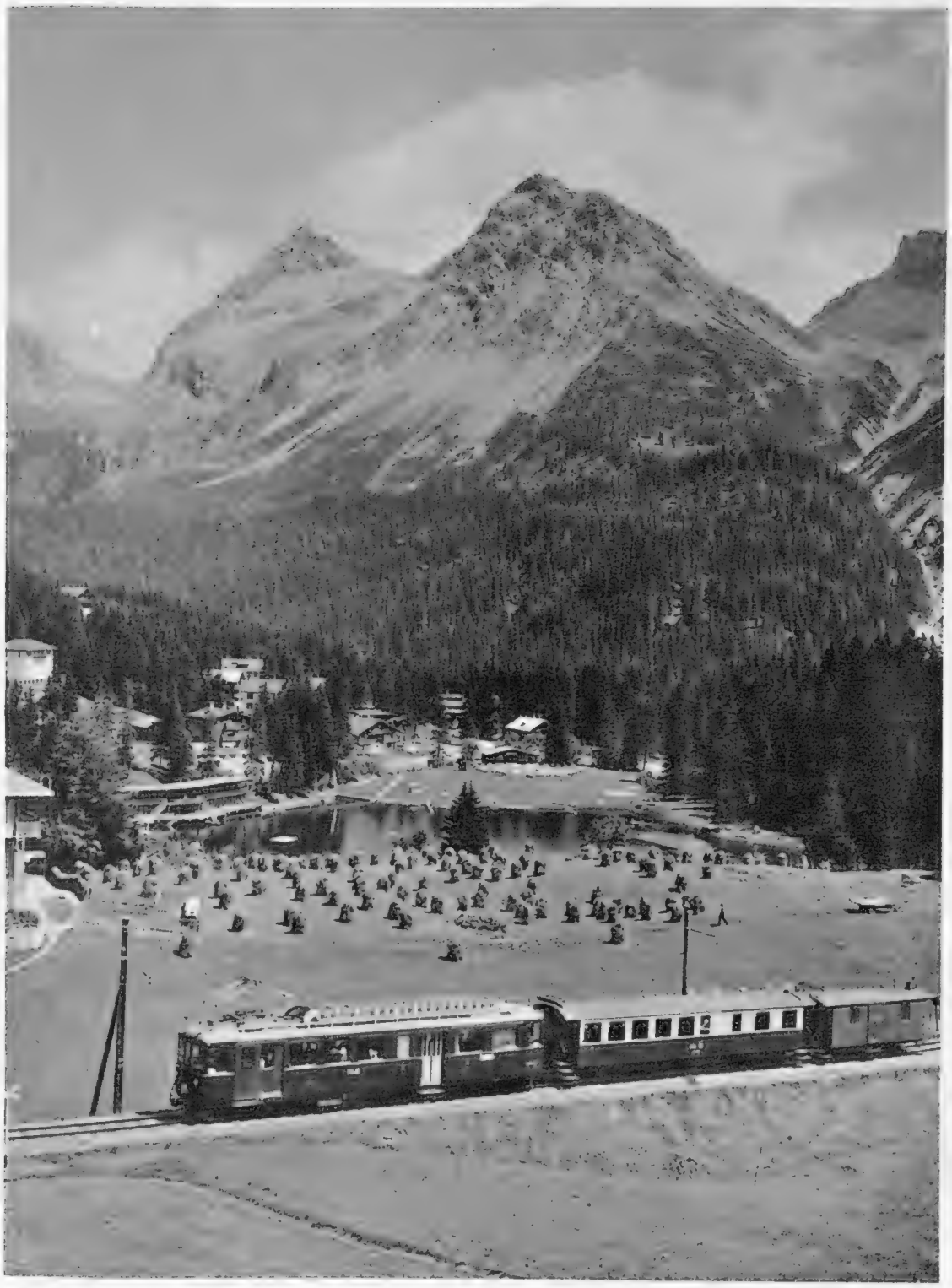
Academy Travel Ltd. (17 Tottenham Court Road, W.1). This firm has a most exciting brochure. Its tours range from a Naturalist tour of the Mazurian Lakes (Poland) to holiday centres for vegetarians in Bulgaria, Rumania and Czechoslovakia. There is even a Medical Cruise on the s.s. *Queen Frederica*, with visits to hospitals in the Middle East.

" Three A's Club " (c/o Sun Tours, 39 Jermyn Street, S.W.1). A small but recommended organisation offering opportunities for water-ski-ing, sailing and skin-diving at their holiday centre in Palamos (Costa Brava). Most reasonable prices.

Lane's Travel Service (251 Brompton Road, S.W.3) offer an attractive Fly-and-Self-Drive Service.

Trans-World Villas (29 Tavistock Street, Bedford) offer luxury houses and flats to rent in all parts of the globe. This service is for the discriminating traveller.

Hotels Abroad (39 Jermyn Street, S.W.1) represent many of the best hotels in Europe and elsewhere.



A Swiss narrow gauge electric train at Arosa, a sports resort high up in the Grisons

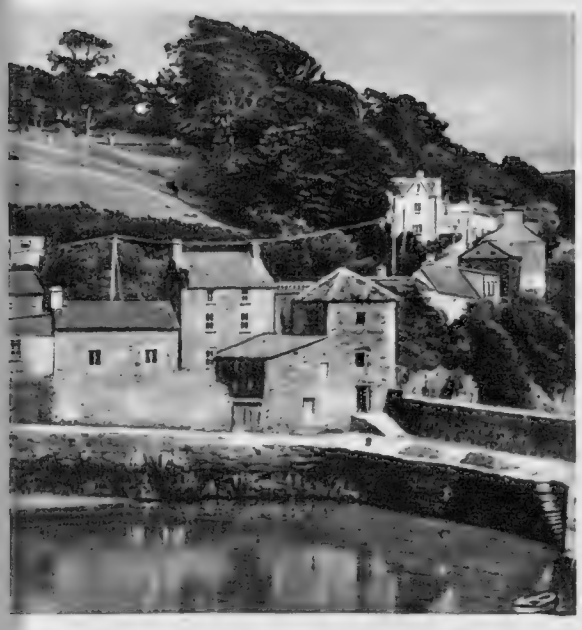
CONTINENTAL CAR-FERRIES

The list which follows indicates the various sea routes by which cars can be taken to the Continent:

- Southampton-Le Havre, Southampton-St. Malo, Dover-Boulogne*, Dover-Calais*, Dover-Dunkirk* — British and/or French Railways
- **Dover-Ostend* (Belgian Marine)**
- **Dover-Calais* (Townsend Brothers)**
- Folkestone-Calais, Folkestone-Boulogne, Newhaven-Dieppe — **British Railways**
- **Tilbury-Gothenburg (Swedish Lloyd)**
- **Tilbury-Rotterdam* (Transport Ferry Service)**
- **Tilbury-Antwerp* (Transport Ferry Service)**
- **Harwich-Hook of Holland (British Railways and Zeeland Shipping)**
- **Harwich-Esbjerg (United Steamship)**
- Hull-Rotterdam, Goole-Bremen (return Hamburg-Goole), Goole-Copenhagen, Hamburg-Hull (inwards only) — Associated Humber Lines
- **Newcastle-Esbjerg (United Steamship)**
- **Newcastle-Stavanger-Bergen (Bergen Line)**
- **Newcastle-Kristiansand-Oslo (Fred Olsen Line)**
- **U.K. ports-Portugal: cars can be shipped by most of the scheduled services operated by companies such as Royal Mail, Blue Star, Currie Line, MacAndrews, but bookings should be made well in advance. Note, too, that there may be difficulty in making return bookings.**

* *Drive-on drive-off.*

How far away is away from it all?



How do you get away from—well, from *now*? From telephones and television and clatter and traffic?

By travelling a few thousand miles, or by going back a few decades into the past? *Not a bit of it!*

As the crow flies, *Away From It All* is only 50 miles from Britain. Or it might be more informative to say that Ireland is 3 hours by boat or 60 minutes by air (and you can take your car either way).

Oh, there are fine, modern hotels, to be sure. And all the passenger trains are diesels. You'll have smart shops and self-drive cars and championship golf courses. That sort of thing.

But when you turn into your comfortable bed at night there is blessed quiet. If you take to those lovely, fast roads few other cars are in sight. The countryside is clean and green.

The rivers are as nature intended—sparkling and full of fish. Long sandy beaches laze in the sun without so much as the print of one small foot on them.

Whether you are watching a Connemara turf boat sailing into some little harbour or caught up in the excitement of a race-meeting, people are only too delighted to get to know you and make you feel welcome.

Start your Away-From-It-All holiday by liberating yourself from passports, currency exchange, language difficulties and all that.

Ireland

For a Hotel List, with up-to-date and reliable information on prices of accommodation, Touring Ireland Booklet and other colourful free literature on all aspects of Irish Holidays, see your Travel Agent, or write or call at the

IRISH TOURIST OFFICES

71 Regent Street, London, W.1. Regent 0533
16 Mount Street, Manchester, 2. Deansgate 5981
35 St. Enoch Square, Glasgow, C.1. Central 2311

Ask the Man at COOKS

See him soon about your 1962 holiday—there's no one better able to help. You have a particular country in mind?—then the Man at Cooks can tell you about the best places, and quote an all-in price. Or perhaps you're undecided?—then he has dozens of suggestions for you: old favourites of course, but new ideas as well. For example, 2 weeks by air to Cannes, £55 17s.; Alassio 15 days by rail, £35 10s.; or Capri, 2 weeks by air, £65 1s.; or even Athens, 2 weeks by air, £107 16s.

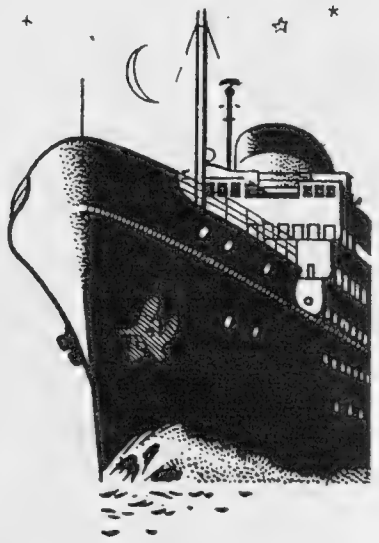
MEMBERS OF ABTA

* Ask him too for a copy of 'Holidaymaking'—Cooks colourful magazine of wonderful holiday suggestions. It's free from any office; or send a postcard to Thos. Cook & Son Ltd., 'Holidaymaking' Dept. F/1/LY, Berkeley Street, London, W.1.

ALWAYS CARRY COOKS TRAVELLERS CHEQUES

IRELAND

FOR LONGER STAY WHETHER ON BUSINESS OR PLEASURE TRAVEL BY NIGHT AND SAVE A DAY



Regular sailings between

LIVERPOOL - BELFAST
LIVERPOOL - DUBLIN
FISHGUARD - CORK
GLASGOW - BELFAST
GLASGOW - DUBLIN

COAST LINES LIMITED (Agents)
Reliance House, Water St., Liverpool, 2.
227, Regent Street, London, W.1.

TRAVEL VII

BRITISH BEAUTY

The more I travel the more I love my own country. Not only do I prefer our way of life, but I think there is no scenery anywhere in the world that excels in beauty what you find in Britain generally. Unlike some travel writers I find our hotels (including those in Ireland) very much to my taste.

Perhaps the two most English of counties are Suffolk and Dorset, for both are still unspoilt by industrialisation. There, too, you will find ancient churches, picturesque villages, and some delightful old inns—some of them Trust Houses. If I wanted to introduce an overseas visitor to the best of our countryside I would take him to Lavenham or Long Melford, both in Suffolk, or to Shaftesbury, in Dorset. The Swan at Lavenham, the Bull at Long Melford, and the Grosvenor at Shaftesbury—all Trust Houses—are recommended.

In Wales, Snowdonia is probably the most popular part of the principality, but I also like the Lleyn Peninsula, where Aberdaron is a favourite goal, for it still retains a certain primitive wildness. Then there is the Gower Peninsula, near Swansea, which is a place of outstanding natural beauty. Wales, too, possesses several bird sanctuaries and nature reserves.

But perhaps greatest of travel thrills is to journey north of the border and find oneself plunged headlong into history. Here there is an embarrassment of attractions, few of which, however, have been artificially created. Here you find the finest of golf courses, the essence of angling delight, the attraction of heather-clad moors, and historic cities.

But I find it hard to differentiate in holiday appeal. Edinburgh is certainly a good base from which to make many wonderful excursions, including the Border Country, rich in lovely abbeys and a stormy history. Pitlochry is recommended as a centre for visiting some of the finest Perthshire scenery. Inverness is the chief town of the Highlands, and from it you can reach some of the wildest and loveliest parts of the Highlands, a countryside which suggests the presence of the ageless elements.

Then there is Aberdeen (the cleanest city in Britain) whence you can easily journey to Royal Deeside, an idyllic spot; and there are the Orkneys and Shetlands, offering a complete escape from our everyday life. I must not omit South-West Scotland, far too little known to visitors, but possessing great charm. Lastly, there is that gem of gems, the lovely island of Skye, where the Coolins raise their weird black peaks against the Atlantic sunset, and where the ghosts of Prince Charles Edward and Flora Macdonald still seem to stalk. At Dunvegan Castle (the oldest inhabited house in Britain) there lives that grand old lady, Dame Flora Macleod, chief of the Macleod clan, and the goal of many a pilgrimage.

Apart from foreign visitors, far more Britons take holidays in Britain than go abroad. There are, therefore, many travel agents catering for their needs, but I would wish to give two special recommendations: Galleon Holidays (Gillingham Street, S.W.1), a travel agent which fills most requirements; and Erna Low (47, Old Brompton Road, S.W.7), who specialises in pleasant house parties. A list of Trust Houses, too, is useful, and it can be obtained from 81, Piccadilly, W.1. The British Travel and Holidays Association (64 St. James' St., S.W.1.) can answer most queries.

Framed in the wrought-iron of the gateway of its church is the village of Kersey, in Suffolk. Many of its steeply-gabled houses date from the time when the village was famed for its woollen cloth—Kersey cloth

CROSS-CHANNEL SERVICES BY INDEPENDENT AIRLINES

In addition to the wide network of services operated by BEA and foreign national airlines from London and many provincial centres to the Continent, a number of independent airlines offer additional possibilities. Their principal routes in 1962 will be as follows:

BKS Air Transport*
From Leeds/Bradford to Basle, Ostend and Rotterdam-Düsseldorf.
From London Airport to Biarritz and Bilbao.
From Newcastle to Basle, Ostend and Stavanger-Bergen.
**Subject to confirmation at time of going to press.*

BUA (British United Airways)
From London (Gatwick) to the Canary Islands, Gibraltar and Rotterdam.

Cambrian Airways*
From Bournemouth (Hurn) to Paris.
From Bristol to Dinard and Paris.
From Cardiff to Paris.
**Subject to confirmation at time of going to press.*

Channel Air Bridge*
From Southend to Basle, Calais, Geneva, Ostend, Rotterdam and Strasbourg.
**Vehicles carried on all routes; rail or coach connections to London for passengers without cars.*

Channel Airways
From Ipswich/Rochester-Southend to Antwerp, Le Touquet, Ostend, Paris, Rotterdam. Rail or coach connection Southend-London; coach connection Ipswich-Norwich.
From Portsmouth to Paris. Coach connections between Portsmouth and south coast centres.
*From Bristol and Southend to Bilbao.
**Vehicle and passenger service, subject to confirmation at time of going to press.*

Cunard Eagle Airways
From London Airport to Dinard, Innsbruck*, La Baule, Luxembourg, Perpignan, Pisa*, Rimini*.
From Birmingham to Palma.
**Connecting coach services from Pisa to Tuscan Riviera and Florence; Innsbruck to Seefeld and Igls; and taxi transfers from Rimini to Adriatic resorts.*

Dan-Air
From Cardiff-Bristol to Basle.
From Liverpool to Rotterdam.

Derby Aviation
From Birmingham, Cheltenham/Gloucester-Bristol, Derby-Cambridge, and Swansea-Cardiff to Ostend.
From Derby-Birmingham to Luxembourg.
From Derby to Rotterdam.
From Cardiff-Bristol to Barcelona, Luxembourg, Palma and Perpignan.

Morton Air Services
From London (Gatwick) to Le Touquet.

Silver City Airways
From Blackpool, Newcastle, Leeds, Birmingham, Glasgow and Manchester to Le Touquet, with connecting rail services to Paris.
From Blackpool-Newcastle to Amsterdam-Düsseldorf.
From London to Paris, via Lydd-Le Touquet (rail-air-rail).
*From Lydd to Calais, Le Touquet, Ostend.
*From Hurn (Bournemouth) to Cherbourg.
**Vehicle and passenger ferries.*

Skyways
From London Airport to Tunis-Malta.
From Lympne to Fréjus*, Lyons, Tours, Vichy-Montpellier, with coach connections Lympne-London.
From London to Paris, via Lympne-Beauvais (coach-air-coach).
**Subject to confirmation at time of going to press.*

NOTE.—Some of these services operate during the summer only. There are, in addition, air links between some of the above departure points and other airports in the U.K. Please check with your travel agent or the airlines.

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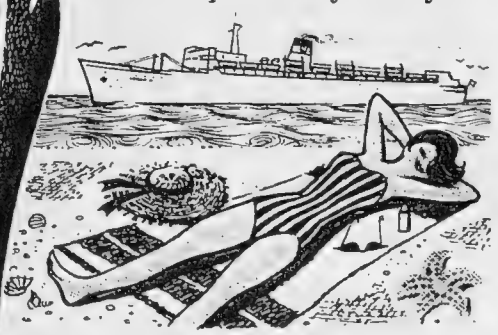

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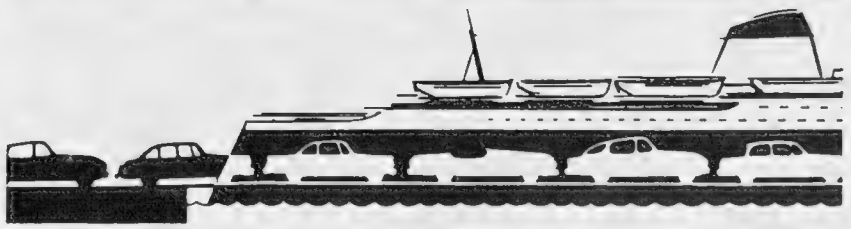

FROM DOVER

TRAVEL VIII

PASSPORTS, INSURANCE AND OTHER TIPS

There is no doubt that the British Visitor's Passport, as the new one-year passport is called, has proved to be a very popular inception. More than 300,000 were issued by the end of last summer, which indicates that there was a real need for something simpler than the ordinary passport. It is available only for short visits to certain countries for a period of, say, up to three months. It cannot be used if the individual is to be employed or takes up some kind of gainful activity. At present the territories covered by this 7s. 6d. passport include Canada, as well as most countries in Europe. It is only obtainable from Ministry of Labour offices by means of a simple application form and two recent passport photographs—members of the family included at no extra cost.

It is not always understood that travel beyond the Iron Curtain is controlled by the tourist organisations of the countries concerned. British travel agents cannot make arrangements themselves, but only through the particular national tourist office. Visas are necessary and are more easily obtainable when Russia's Intourist, for example, make the arrangements. There is nothing to prevent you from attempting to travel independently, if you are staying with friends for instance. But more explanations would be needed before a visitor's visa was issued than if you followed a set itinerary. Orbis is the name of the national tourist organisation for Poland; Cedok for Czechoslovakia; Ibusz for Hungary; Balkan Tourist for Bulgaria and Carpah for Rumania. Travel agents act for them over here, although some have their own offices.

There are three kinds of insurances which travellers should always take out before they undertake any kind of journey abroad. Although not so well known, I would regard the medical expenses insurance cover as being the most important. Since reciprocal arrangements for free medical services with other countries are limited to Norway, Sweden, Denmark and Yugoslavia, it is absolutely essential that you take sufficient funds to cover such exigencies or take out an insurance, which costs only a few shillings. For example, you can cover yourself for £100 for Europe only with a premium of 12s. 6d., or for world-wide cover for 18s. 9d. This is for a period of seventeen days. Additional premiums can be paid for other lengths of stay.

Accident insurance is cheap enough, and should be taken out whenever there are dependants to be considered. There is no need to take out such a policy for the entire period you are away. The journeys only need be covered. Thus, if you were flying out to Greece, you could cover yourself for £10,000 with a premium of £1, or if you like to divide that capital sum by ten, the premium need only be 2s.

Baggage insurance usually causes a little more difficulty, since it is not always easy to value precisely what you are taking with you. Most people under-estimate, and neglect to declare special articles of which the value is disproportionately high. Generally sufficient cover for your baggage can be obtained for less than £1.

Renting a villa on the Continent for a holiday has been made very much easier in recent years with the help of organisations and agencies which have been set up in this country. Prices of accommodation rented in this way tend to be much more expensive than if you take the trouble to negotiate with a local estate agent. Naturally, a premium has to be charged for such services. An additional advantage is that there is the additional facility of being able to rent a villa for a period of a fortnight and not the minimum period of a month between fixed dates.

If you want to cut the price and make your own arrangements direct, write to the local *syndicat d'initiative*, tourist office or its equivalent at the resort of your choice, and they will send you the names of estate agents, or furnish you with lists of suitable villas. There is an element of speculation here which makes the arrangements a little uncertain. My best advice is to go out of season, and choose your villa on the spot. It is so much easier then to fix up for help in the house at the same time.

W. D. C. C.

In the Convent of Jeronymos at Belem, Portugal

OTHER USEFUL ADDRESSES

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Apal Travel Ltd., 78 New Oxford Street, W.C.1.
Greek Line, 28 Piccadilly, W.1.
Holland America Line, 120 Pall Mall, S.W.1.
Motorways, 47 Piccadilly, W.1.
Pickfords, 205 High Holborn, W.C.1.
Rentavilla, 11 Old Bond Street, W.1.
Tourist Services Centre, 50 Hillfield Park, N.10.
Stelp and Leighton, 9-13 Fenchurch Street, E.C.3.
Swedish Lloyd Line, Marlow House, Lloyds Avenue, E.C.3.
Union-Castle, Rotherwick House, 19-21 Old Bond Street, W.1.
Lairdways, 198 Sloane Street, S.W.1.
Maid Line, Ferry Yacht Station, Thames Ditton, Surrey.
Ormos Line, 28 Piccadilly, W.1.
United Arab Airlines, 296 Regent Street, W.1
Middle East Airlines, 69 Piccadilly, W.1.
British Railways Car Ferry Services, Terminal House, 52 Grosvenor Gardens, S.W.1.
Irish Tourist Board, 71 Regent Street, W.1.
P & O Lines, 122 Leadenhall Street, E.C.3.
BOAC, 75 Regent Street, W.1.
Coast Lines Ltd., 227 Regent Street, W.1.

GOOD LIVING

By Ganymede

The restaurant and hotel industry of Britain was severely handicapped in the last war and the years immediately following. Shortages of nearly all its raw materials, of manpower, and of facilities for maintenance, repair and improvements were a great handicap. It was no wonder therefore that when things began to return to normal for some time there were deficiencies in quality and service. These unavoidable shortcomings led to many criticisms of the average standards, which it will take many years of the highest efficiency to live down. It is always more difficult to get recognition for progress than the lack of it. Prejudices take a long time to kill.

It cannot be denied by even the severest critics of the British hotel and catering industry that tremendous strides have been made, and today this industry has nothing to be ashamed of. Its standards can be favourably compared with those of most civilised countries. I would not like to give the impression that I am blind to the imperfections which can still be found in some places, nor that I would rate the quality of all on the highest level. For example it would be foolish to expect the same average high standard of cooking as can be found in France. We lack the innate interest and appreciation of the French. But generally, and disregarding the unfortunate exceptions, standards are very good, and our inhabitants, and especially our visitors, can live as well in this country's hotels and restaurants as anywhere in the world.

The Montfort Restaurant at the Charing Cross Hotel in London

This drastic improvement is largely due to the lead given by our great hoteliers and restaurateurs, who at the top level are showing their colleagues what can be done and how to do it. Enlightened managements prove by their success with the public and with their shareholders, that high quality of service and efficiency in every department cannot fail to pay. Among the number of such admirable enterprises—individual establishments and groups alike—I am particularly impressed by the achievements of one group, the British Transport Hotels. After nationalisation of the Railways in 1948, the various hotels owned by the former companies came under the Transport Executive, and in 1953, the new Transport Act gave them their own board of management, as one part of the British Transport Hotels and Catering Services. (The other part is concerned with the running of station buffets and dining cars.) These hotels, mainly in the first-class category, extend from Dornoch, in north-east Scotland, to the luxury holiday hotel Tregenna Castle, in Cornwall. There are altogether thirty-five hotels in the group, with 4,300 rooms accommodating 6,000 to 6,500 persons. Employing between 6,000 and 7,000 staff, this integrated organisation has logged 1,250,000 sleeper-nights during the last year. For years no dividends were paid. All profits were ploughed back to make good the depredations of the war period.

It is always a pleasure to stay at or have a meal in one of these hotels. Great attention is paid to the training of staff at every level, and by now, managers trained in this organisation are in great demand by the leaders of the rest of the industry. The resulting cheerful, expert and willing service cannot fail to give satisfaction and pleasure to the clients. I know several of the British Transport Hotels, but one of them, the restaurant and banqueting facilities of which I use frequently, I know more intimately. This is the Charing Cross Hotel, which is managed by that charming hotel personality, Mr. Paul Lehrian. He came to England from his native Switzerland in 1914, worked at the Ritz and the Carlton, and for twenty-two years managed the Écu de France restaurant before joining British Transport Hotels. Built in 1865 by Sir Edward Barry, the hotel lost two floors by bombing in the war. This was rebuilt at great expense, and the whole building restored and modernised; now it has 300 bedrooms, most with private baths.

During the renovation and redecoration by John Hill, the low false ceiling was removed in the Montfort Restaurant, and the beautiful domed plaster ceiling was revealed and restored to its former splendour. New furnishings make this perfectly proportioned early Victorian masterpiece one of the pleasantest eating places in London. The cuisine under chef Schiarisoli is French in character, as good and varied as can be found anywhere in London's West End. The wine list is admirable, and at the time of writing still includes three 1934 Chateau bottled clarets: Latour, Margaux and Mouton-Rothschild. Need I say any more?

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MOTORING

TAKING YOUR CAR ABROAD

By **COURTENAY EDWARDS**

The traffic lane system at the Dover Harbour Board's car ferry terminal

This is the time of year when the long winter evenings can be brightened by planning the summer holiday and it is my intention this week to offer advice to motorists who propose taking their cars abroad. The number of families who do so has increased spectacularly in the past few years and they tend to drive longer distances. If you are going in the height of the summer season it is advisable to book a space for your car without delay, whether it is on the surface ferry services from Dover and elsewhere or on the air services from Ferryfield (Silver City) or Southend (Channel Air Bridge).

You can either book direct, through recognised travel agencies or through the motoring organisations. During 1961 the A.A. alone handled 180,000 vehicles for families touring abroad. This year they expect the figure to jump to about 200,000: an estimate based on the heavy bookings already made. It is easy, nowadays, to make your own arrangements for documentation. All you need are: passport, a Customs form—29C (Sale)—which can be obtained from H.M. Stationery Office, Holborn Viaduct, E.C.1, for 3d.; your car registration book; driving licence, or—for certain countries—an international driving licence, which the A.A. or R.A.C. will supply for 10s. 6d. whether you are a member or not; and green insurance card.

For between £3 and £3 10s., according to the service specified, the A.A. and R.A.C. will see to all these things except, of course, your passport and registration book. For £3 there is a certain amount of insurance cover and you also get assistance at the ports, a foreign touring guide (in the case of the A.A.), Continental breakdown service and a spare-parts service, replacements being flown out if needed.

For a fee of £3 10s. the A.A. offers a special form of insurance for specified emergencies, including car hire and hospital treatment. The motoring organisations cannot undertake to arrange a supply of foreign currency, or of the cheap-rate petrol coupons available for France, Italy and other countries. I strongly recommend readers to buy a supply of these coupons either before they go abroad or on entering the country concerned. The A.A. and R.A.C. advises members on all aspects of these currency and petrol matters. To members buying their foreign touring service they supply routes and other documents.

One of the most important trends in foreign touring by car is the growing use of car-sleeper services and air ferry services which penetrate deep into the Continent. By either means motorists will be able to save time and avoid fatigue.

Channel Air Bridge will in April start new services from Southend to Geneva, Basle and Strasbourg with their new Carvair aircraft—four-engined planes which carry five or six cars and twenty-three passengers. These services will enable motorists to reach the French Riviera, Italy and Austria from London in a day and the Black Forest and Switzerland in a morning. Strasbourg will be reached in 2 hours and 20 minutes and Basle and Geneva in 2½ hours.

Single rates for vehicles from London to Basle and Strasbourg will range from £7 to £25, according to size, and the normal return passenger fare to Strasbourg will be £27. It is a more expensive way of getting about but advance bookings show that motorists are already being attracted by the fact that the saving in road miles from London to Strasbourg is 435 miles, to Basle 470 miles and to Geneva 500 miles.

Similarly, the new car sleeper services from Le Touquet to Avignon and Narbonne will be a boon to motorists who plan to go deep into France or to go farther afield. Silver City flights from Ferryfield (Lydd) will link up with both services. The Avignon run saves about 600 miles of motoring in France and the Narbonne service around 625. Silver City will also link up with a car sleeper service from Calais to Lyss, in Switzerland. It will save about 450 miles. From Lydd this year Silver City will again operate to Calais and Ostend as well as Le Touquet. There will also be a service from Hurn (Bournemouth) to Cherbourg but there will be no car ferry planes to Deauville this year.

A programme of time-and-motion study has done much to ensure a smooth flow of cars on and off the sea ferry vessels plying to Boulogne, Ostend and Calais from the Dover Harbour Board's car ferry terminal. A new system of lane markings will eliminate awkward bottlenecks and it is expected that 400,000 holiday vehicles will pass through the portals of the terminal this year compared with about 320,000 in 1961.

There will again be a round-the-clock service of British, French and Belgian vessels at the seasonal peaks. This year the Townsend ferry organisation is replacing the old *Halladale* with a new ferry ship which will enable them to step up their cross-Channel service between Dover and Calais during the busiest period—July 19 to August 20—to four crossings each way every 24 hours. Rates are generally as before: cars up to 11 ft. £3 each way; and over 16 ft. 6 ins. £12. But there are changes in the intermediate sizes. Reduced rates will apply between April 12 and 30, and October 1 to November 5 inclusive.

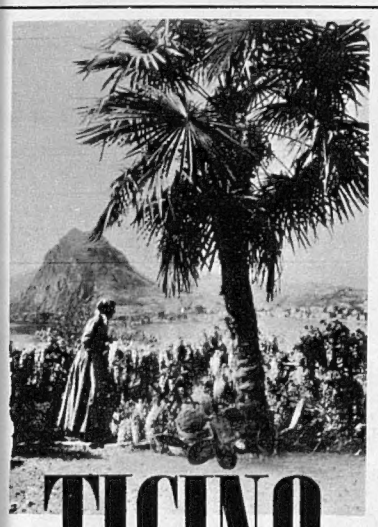
There is not much difference in cost between taking most cars to the Continent by the short Channel route by air or sea but passenger fares are higher, though the substantial saving in time must be taken into account.

Valuable holiday travel kits are available from the leading oil companies. Maps are usually available free from garages, but the full B.P. touring service, which costs 7s. 6d., is worthwhile. Shell, Regent and Fina also offer considerable help in route planning.

To my mind a set of good maps and guides is as important to the full enjoyment of a Continental touring holiday as a car that is running sweetly and not cluttered with too much luggage. No trip to France would, for me, be complete without both the Guide Michelin and the Guide des Relais Routiers, which lists 4,500 establishments where good meals can be had at very reasonable prices and which stay open all the year round.

Finally, it's a good idea, if possible, to call at, or write to, the Government tourist offices in London of the country you are proposing to visit. They often supply much useful holiday and travel information.

Unloading a Silver City Airfreighter at Lydd. **Below:** A demonstration loading of one of the new four-engined Carvairs of the Channel Air Bridge at Southend



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ITALIAN ADRIATIC	... ...	15 days	£41	15 0
SWITZERLAND	... ...	15 days	£42	5 6
PALMA	... ...	14 days	£42	17 0
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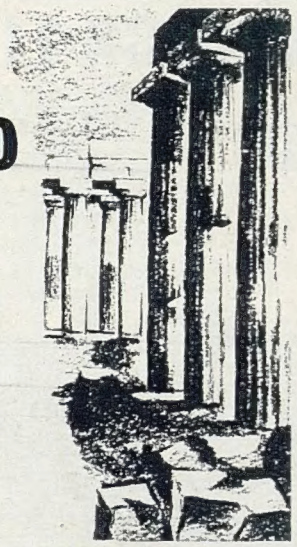

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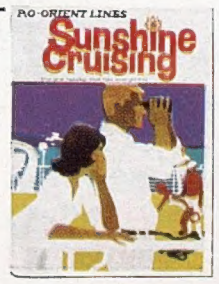

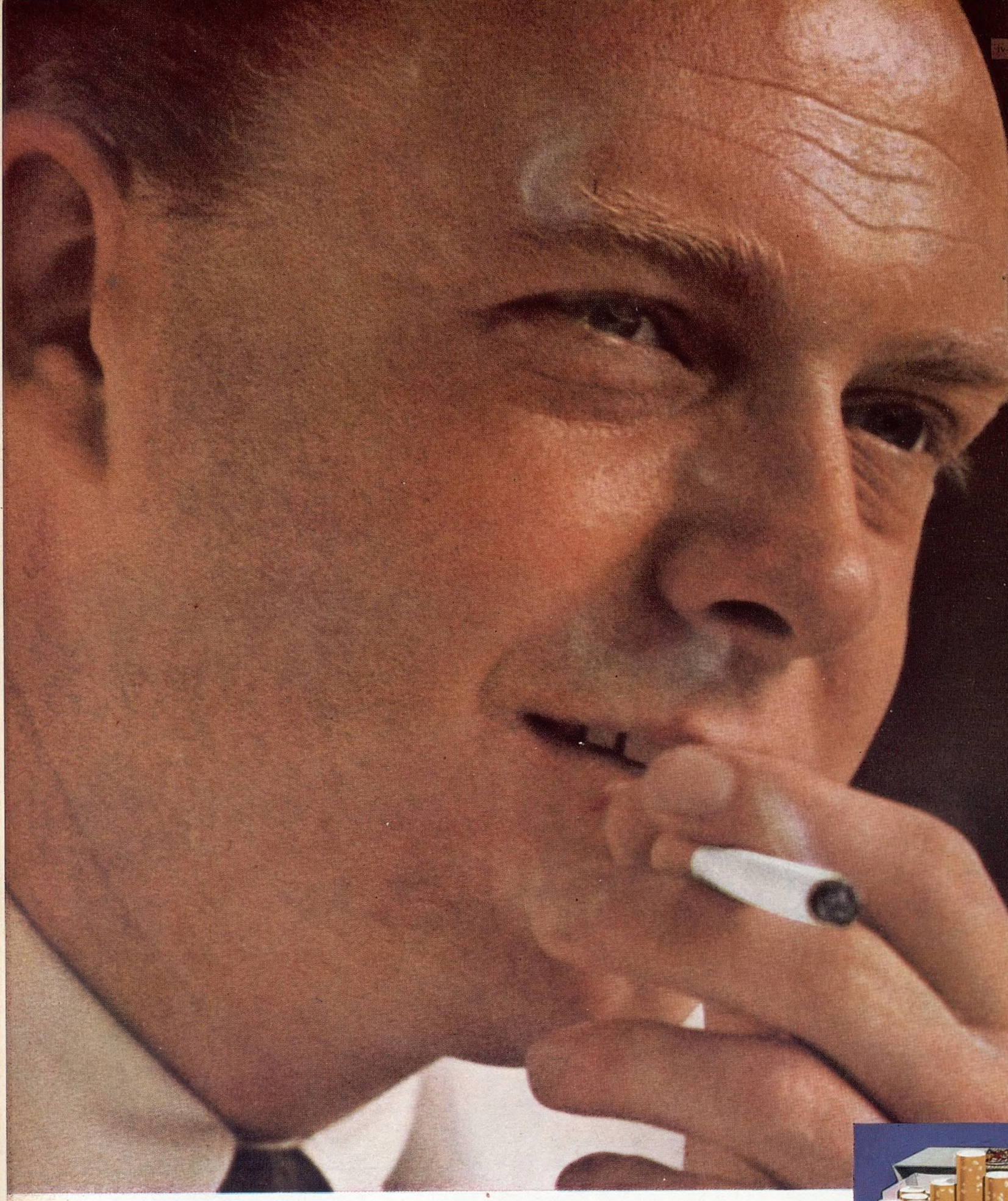

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